



Hongkong Daily Press

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	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon ... dep.	6.41	9.15	10.28	12.00	1.18	4.34	5.37	7.09
Yau-mat ... dep.	6.51	9.25	10.38	12.09	1.27	4.43	5.37	7.20
Shatin ... dep.	7.03	9.38	10.50	12.21	1.39	4.55	5.50	7.32
Tai-po ... dep.	7.17	9.52	11.03	12.34	1.52	5.08	6.03	7.45
Tai-po Market ... dep.	7.22	9.57	11.08	12.39	1.56	5.12	6.07	7.49
Fanning ... dep.	7.33	10.08	11.19	12.48	2.06	5.23	6.17	7.59
Shung Shui ... dep.	7.38	10.13	11.23	12.53	2.10	5.27	6.21	8.03
Shum Chun ... arr.	7.44	10.19	11.29	12.58	2.16	5.33	6.27	8.09

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun ... dep.	7.23	8.06	10.37	11.40	2.58	4.36	5.12	6.05
Shung Shui ... dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19	6.12
Fanning ... dep.	7.33	8.18	10.48	11.51	3.10	4.49	5.23	6.17
Tai-po Market ... dep.	7.43	8.29	10.58	12.02	3.21	5.01	5.33	6.27
Tai-po ... dep.	7.47	8.34	11.03	12.07	3.27	5.08	5.37	6.31
Shatin ... dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50	6.44
Yau-mat ... dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02	6.56
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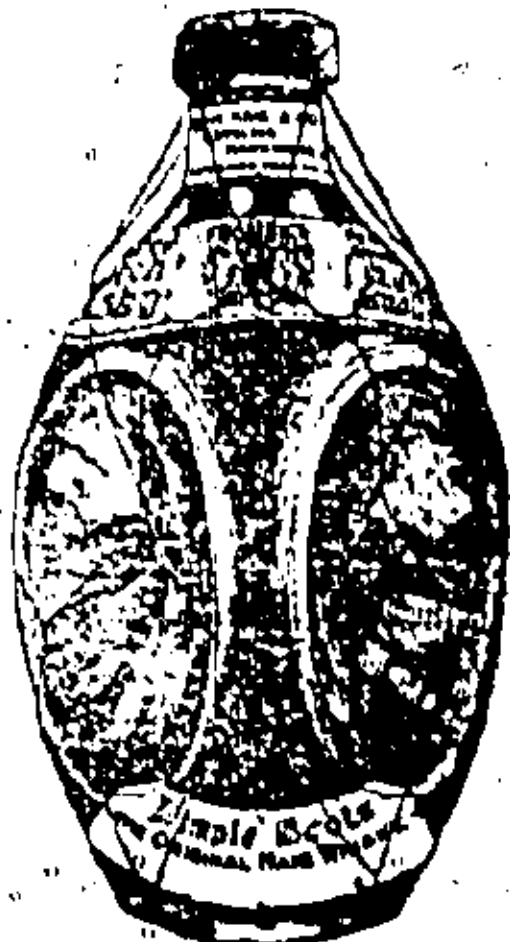
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WEMBLEY TEXTILE CONFERENCE.

Experts in every branch of the wool and cotton trades, from producers to consumers, met at Wembley during the second week in June at an Empire conference arranged by the Textile Institute. On the 10th ult., the visitors, who included delegates from practically the whole of the overseas dominions, were officially welcomed by Mr. John Emsley, of Bradford, the president of the Textile Institute, who announced that they were hoping very soon to get a Royal Charter, when the textile trade would be raised to the status of a profession.

Sir James Hill, of Bradford, presided over the opening part of the conference, at which a rather disquieting review of the position concerning the supplies and consumption of wool was contained in a paper submitted by Mr. S. Harland, president of the British Wool Federation. There had been, he said, a serious diminution in wool production in recent years, and during the last three or four years actual consumption had been on a colossal scale. In regard to supplies he quoted Sir Arthur Cotton, formerly Director of the Indian Materials, as authority for the statement that the accumulated stocks of the war period had been totally wiped out, and a standard of consumption set up which, on an average of years, might be conservatively reckoned as exceeding by at least 12 per cent. the average annual growth. Under the stimulus of an active demand at high prices, he thought the next few years should see a marked increase in the number of sheep bred in Europe and in the United States, especially as in the latter country farmers were protected by a high tariff on imported wool. In the United Kingdom alone there was no valid reason why the sheep population should not be raised from the present level of about 21 million to 31 million, the number pastured in this country fifteen years ago; and as one means of attaining this object, farmers should be urged to consider the advisability of refraining from slaughtering their own lambs. In Australia 12,000,000 sheep could be added to the present total, and the number then would only be equal to the stock carried in the Commonwealth fifteen years ago.

Cotton was discussed later under the chairmanship of Lord Stanley, M.P., who emphasized the importance of the textile industry from the point of view of general welfare. As the younger colonies developed, he said, they would show an increased demand for machinery and the means of communication. Therefore any encouragement given to cotton-growing in our overseas possessions must have a good effect on the employment in other industries at home. The part played by our Colonies in the production of raw cotton was described in a paper by Mr. W. H. Humber, of the British Cotton Growing Association, who emphasized the necessity for closer attention to the imperial aspect of the subject by declaring that the day was not far distant when the United States would require the whole of their crop for their own mills. A strong plea for a better system of tariffs for the protection of Indian manufacturers was a striking feature of a paper on the present position of textile industries in India and trade with Britain, contributed by Mr. K. Sanjiva Rao, textile expert to the Government of Bihar and Orissa. Supplies of clothing in India for years to come were bound, he said, to fall short of the demand, and therefore Lancashire, with its privileged position, must undoubtedly maintain itself in a better state than had hitherto been the case. In the course of general discussion, Mr. Daniel Jones, of Australia, said the Commonwealth could give the home country all the cotton and wool she required if we would only give her the people necessary for their production.

ILLIMITABLE SUPPLY OF MATERIALS.

A dinner was held later at the Great Central Hotel, under the auspices of the Institute. Mr. John Emsley, president of the institute, occupied the chair.

Responding to the toast of the "Empire and the Textile Trade," proposed by Mr. F. Holroyd, Sir Joseph Cook said the extent of the textile industry was very largely the success of the Empire as a whole. (Hear, hear.) There was no need to go outside the Empire for a pound of their wool or a pound of their cotton. But there would have to be development up and down the Empire. There were all the natural conditions existing at the moment which would give them an illimitable supply of all the raw materials required for the great weaving industry. Australia was doing its part, and it was for the Old Country to give them a little encouragement. "It is time," he said, "you stopped putting us on an exact equality with your competitors in the foreign markets of the world." (Hear, hear.)

Sir Edgar Walton, who also replied, referred to last year's Economic Conference. "The people who attended it," he said, "had hardly arrived back in their own countries when your Government here said, 'We are not prepared to carry out those arrangements which have been made.' (Shouts.) The logical sequence of that is that if the products of the Dominions go to other countries, then the supplies to the Dominions will come from the countries to which their products go. The feeling of the people of South Africa is a feeling of intense disappointment at the results of the Economic Conference, and it seems to me that you business people of England have taken that decision very quietly, far more quietly than you ought. We cannot afford to neglect the business tie that ought to hold the Empire together."

The proposals which I am submitting to the House are real capitalism, and an attempt to patch up in the interests of humanity a better capitalist-ordered society.—Mr. Wheatley.

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July 23rd, 1924.

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Kowloon Wharves	\$19 1/2 b.
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Shanghai Docks	\$18 99 b.
Hongkong Wharves	\$18 1/2 b.
Sue Engineering	\$115 1/2 b.
Hongkong Land	\$115 1/2 b.
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Humphreys Estates	\$22 1/2 b.
Cement	\$21 1/2 (old) \$21 (new) s.
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Waterboats	\$10 b.
Watsons	\$25 s.
Hongkong Electric	\$38 1/2 b.
China Lights	\$18 (old) \$20 (new) s.
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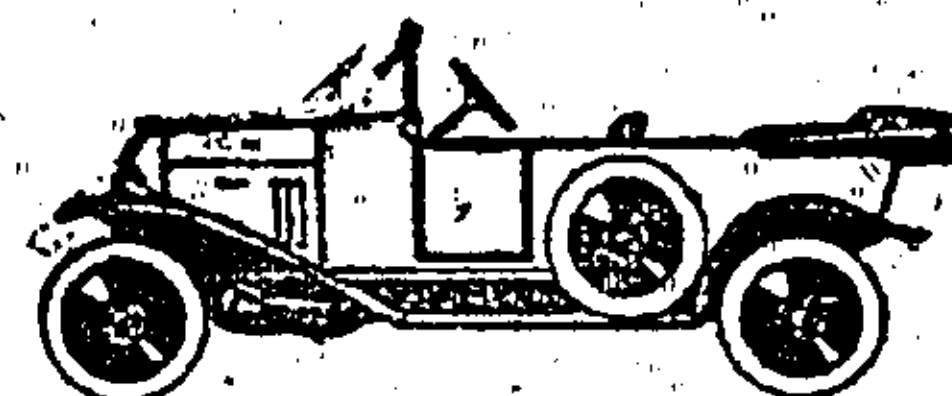
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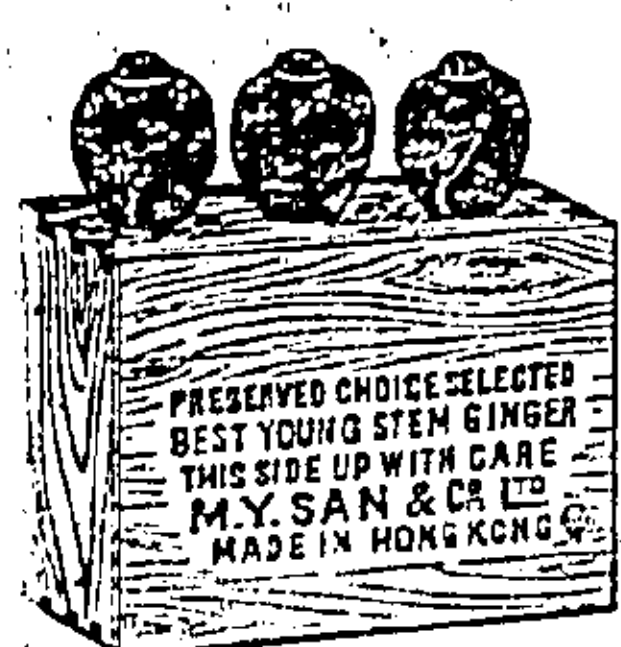
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The combustion chamber is completely surrounded by water and an alloy piston noted for its great heat radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake the residue from the exposed gases to form carbon while there is still enough heat maintained to handle the explosive mixture effectively.

3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and, as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is drawn.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and thirty two quick wearing parts necessary in the operation of a cylindered poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

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EXCELLENT WHISKY FOR OVER SEVENTY-FIVE
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NEW DESIGNS ARRIVING DAILY.

WHITEAWAY'S.

OUR LONDON LETTER.

GOVERNMENT ACTION AGAINST
THE COMMUNISTS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, June 19th.

COMMUNISM IN THE LIGHT.

In the article which I wrote last week referring to the Communist attempt to hold up the London tube and district railways I said it was at bottom inspired by an eager desire to smash the trade unions, and also to introduce Soviet rule in this country. Since then information has been placed in the possession of the unions proving that the danger of Communism has taken hold to an extent that the Labour leaders are unaware of; and the surprising thing to my mind is that the Government, which has known the facts, have not taken the country into their confidence long ago in respect of this real danger to our national life.

It seems that the heart of the Communist movement is in the Labour College in Earls Court, S.W., which was the headquarters of the recent strike. The College is a veritable hotbed of anarchy, and its principal object is to train men to become agitators with a mission to stir up strife in every conceivable manner inside the trade unions of the country. As at present constituted the trade unions are no good to the Communists. They are led by men whose views on many questions may be extreme, but who are, nevertheless, patriotic and sound where the country is concerned. It is the desire of the Communists to incite the workers to unrest, to foment strikes, to prevent things settling down, and eventually to use tactics to ruin or prevent together the restoration of trade on which the prosperity of Great Britain depends.

If the country is unable to recover from the shocks of incessant industrial unrest the Communists believe the break-down of the existing social system is inevitable. Then their chance would come, they imagine, and we should have a Bolshevik Republic!

THE TRADE UNIONS WARNED.

The Government have now warned the trade unions of the danger which threatens them from Communism. It is satisfactory to know that steps are being taken to deal with the matter in a vigorous way. The poison of Communism has been insidiously instilled in the minds of the workers in factories and workshops all over the country for some years, the agents of the fanatical zealots being dispersed among various unions for the purpose. The information in the hands of the Government is complete and exact as to the methods of the Communists, and I gather that many of the facts have come as a revelation to the Labour leaders.

It is understood that the trade unions will begin almost at once a campaign against the enemies of organised Labour, assisted by the Government. I have no doubt that the results will be to smash this sinister conspiracy once for all. The astonishing thing is that the Communists are well supplied with money, and it is supposed that this comes from Moscow.

PASSPORTS.

For some time past there has been an agitation to induce the Foreign Office to agree to abolish the passport system so far as this country is concerned, the argument being that it is an unnecessary and irritating legacy of the war period. But the movement has had no apparent effect upon the Government. On the contrary, an announcement is made this week that a new form of passports will be ready for issue next August. I believe that the official view in Whitehall is that the retention of passports, even in the case of people who go abroad for a brief Continental holiday, has materially lightened the work of the police.

Be this as may be the agitation is to go on until the happy day arrives when restrictions on travel will be removed. It is pointed out that the undesirable in whom the police are specially interested are always careful to see that their passports are perfectly in order. They make sure that no questions will be asked. It follows, therefore, that as a safeguard passports are practically useless. The business community are firmly persuaded that they lose business and money because of the delay and red tape connected with getting a passport; and I am informed that this aspect of the matter is to be pressed upon the Prime Minister.

Meanwhile, by way of a sop to opponents of the system the new passports are to be made available for five years instead of two years as at present, and the cost will be only 7/6 in the first instance with an annual payment of 5/- a year in addition.

PARTY AT DOWNING STREET.

We are a curious race, as witness the precautions which have to be taken to make No. 11, Downing Street, safe and strictly private when the official occupant gives a large party. A few nights ago Mrs. Clynes was the hostess at a reception prior to the re-assembling of Parliament after the Whitsun holidays. Accordingly notice had to be given before-hand to the Office of Works, and in due course a small army of workmen arrived with ladders and scaffolding, and they proceeded to prop up the undulating ceiling and floor of the house at those spots where they are known to be weakest. Special precautions were taken with the library as immediately above is the drawing room where the guests were received.

No. 11, Downing Street, is the official home of the Chancellor of the Exchequer, and these arrangements to fortify the house have always to be made when a big crowd is expected. Mrs. Clynes is hostess there during the Labour Government's reign in office, as Mrs. Snowden, wife of the Chancellor, did not like to leave her flat for the great rambling old house among the high Government buildings of Whitehall in what Miss Isabel Macdonald calls "dingy Downing Street."

(Continued on next column.)

AUSTRALIAN'S FATAL FALL.

TRAGIC DISCOVERY AT THE
SAILORS' HOME.

The body of a man who has been identified as Eric Alexander Thompson, 41, a ship's officer, was found lying on the ground in front of the Des Voeux Road West entrance of the Sailors' Home, West Point, yesterday.

The dead man, who was a native of Sydney, Australia, had been an officer on the s.s. *Derwent*, which was put up for sale recently, and had been in the Home ten days.

The police are of opinion that the deceased fell from the verandah, the legs being very badly injured.

"CLAN MACMILLAN."

STORY OF THE WRECK.

Captain Mackinnon, on landing at Chittagong, told the Calcutta *Statesman* the story of the wreck of the *Clan Macmillan*. Leaving Calcutta on the 18th June, the *Clan Macmillan* ran into a rough sea, and between 9 and 10 o'clock on Friday night struck a submerged rock in the neighbourhood of Preparis Island. A ship was taking in water fast the S. O. S. was sent out at 10 o'clock, and replies were received from the *Derwent*, *Clan Macmillan*, and from Madras.

The boats could not all be got out owing to the list, but such as were possible were launched, the Captain, Second Engineer, and wireless operator remaining on board while the rest of the crew in boats stood by all night. Later the ship righted and some of the officers and crew boarded her again, and another boat was got out. There was no time, however, to launch No. 4 boat before the ship again listed over, and all again took to the boats except the Captain and his previous companion, who stood by in the hope of saving the ship if possible.

The vessel, however, was finally abandoned at 5 a.m., the Captain being the last to leave. The ship sank at about 10 a.m. on the 21st June. Keeping together, the boats made for Preparis Island, but on account of the surf and currents they could not land there. After drifting all night the rudder of the Captain's boat was broken, and for hours the boat had to be steered with an oar. A steamer was sighted at 6 a.m. on Monday morning, but apparently failed to see the frantic signals of the castaways and soon disappeared over the horizon. About 4.30 in the afternoon the *Clan Macmillan* hove in sight, and half an hour later the shipwrecked sailors were on board, little the worse for their three days in an open boat.

The Captain paid a tribute to the fine conduct of all the officers and men.

A BANGKOK RICE MILL FIRE.

ALLEGED ARSON.

The following is a summarized translation of the detailed charge brought by the Police on the 2nd inst. in connection with the fire at the Yit Lee rice mill on April 23rd—

Towkay Chune is a British subject, and Nai Cheng, the second defendant, is a French protégé. The first defendant is the owner of the Yit Lee Chin Kee rice mill at the mouth of Klong Rajaburn on the West bank in Bangkok. He had insured the mill against fire with three companies for which the Boraco Company, Ltd., are agents for Txs. 125,000, with the company, for which the Bombay Burmah Trading Corporation, Ltd., are the agents, also for Txs. 125,000, and with eight Chinese companies for Txs. 210,000, making a total of Txs. 460,000. On the 23rd April last, this mill was burned down, the loss being put at about Txs. 290,000. At the time the mill was closed as it could not be run at a profit. The accused are charged with setting the mill on fire in order to obtain the insurance money. At the time of the fire the first accused had an overdraft of Txs. 290,000 with the Siam Commercial Bank, Ltd.—*Bangkok Times*.

According to the *Herald* of Samarang, the estate of the late Mr. Oei Tiong Ham is estimated at about 110 million guilders. This includes sugar plantations valued at 40 million guilders; Capital invested in mortgages in Singapore is estimated at 35 million guilders, deposits in England at 12 million guilders, and cash 20 million guilders. The late Mr. Oei Tiong Ham was the father-in-law of Dr. Wellington Koo, the Chinese Minister of Foreign Affairs.

There are so many historical associations with No. 11 and also with the house next door, No. 10, the official residence of the Prime Minister, that nobody cares to suggest that the site should be cleared and modern houses erected thereon.

THE MASTER BURGLAR.

A jewel robbery which has never been equaled for the daring with which it was carried out, and also on account of the value of the loot, is engaging the attention of Scotland Yard. It was perpetrated at the London house of Lady Ludlow, 22, Piccadilly, and the articles taken were antiques of the rarest kind, amounting in value to the most part, and therefore, priceless—to a quarter of a million pounds sterling.

Lady Ludlow is the widow of Sir Julius Wernher, multimillionaire and diamond king. In his lifetime, he got together jewellery and ornaments worn by kings and queens and other great ones of the earth of the fifteenth and sixteenth centuries, his purchases totalling 21,000,000. It is said that the collection is without equal in any country. The remarkable thing is that the thief must have been a connoisseur of no mean order, for only the most valuable antiques were taken. The police are satisfied that the robber was not a professional.

INTIMATIONS

HONGKONG TRAMWAYS, LTD.
NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of Seventy-five cents per Share has been Declared and will be PAYABLE ON AND AFTER WEDNESDAY, THE 30th AUGUST, when Dividend Warrants may be obtained upon Application at the Office of the Company.

THE SHARE REGISTERS of the Company will be CLOSED FROM WEDNESDAY, 6th AUGUST, to TUESDAY, 19th AUGUST, 1924, both days inclusive.

By Order of the Board,
W. H. ROBERTS,
Secretary.

Hongkong, 21st July, 1924. [1064]

ROYAL INDIAN MARINE.
FOR SALE: R.I.M.S. "NEARCHES."

SEALED TENDERS will be received in India by the Director of the Royal Indian Marine, Bombay, in England by the SECRETARY OF STATE FOR INDIA, London; and in the Far East by the Commadore, H.M. Dockyard, Hongkong, up to the 31st JULY, 1924, for the Purchase of the Royal Indian Marine Ship "NEARCHES" (see Lighthouse Tender to Persian Gulf Light), with all Stores and Fittings that are on board at that Date, lying at her Moorings in Bombay Harbour.

PARTICULARS OF ABOVE VESSEL.

About 491 tons Gross, and 221 tons Registered. Built under supervision of Naval Architect, and Engineer in Secretary of State for India, by Messrs. Wm. Beardmore & Co., Scotland, in 1914. Engines: Single Screw, comprise one H.P. Turbine, One L.P. and One Astern Turbine; Trial I.H.P. 723, Trial Speed 12 knots; One Yarrow Water Tube Boiler, designed Water Pressure Test 100 pounds; and One Automatic Gear Thermo-craft boiler. Oil Fuel Capacity about 14 tons; Water Ballast about 15 tons; Fresh Water about 73 tons; 10 Officers' Cabins; Capacity of Hold about 4,235 cubic feet. Dimensions about 198 feet by 29 feet by 14 feet Six inches. The Vessel was in an Excellent State of Repair and Running Order when put out of Commission in July, 1923.

Each Tender must be accompanied by a Remittance of 10% of the amount of the Tender, which will be returned to Unsuccessful Tenderers. If the 10% is not with the Tender, it will not be considered.

The Purchaser, or his Representative, must Remove the Vessel from the Government Mooring at his own expense and risk within Two Calendar Months from Date of Acceptance of Tender. Pending such Removal, Vessel will remain at Mooring at risk of Purchaser. The Balance of the Purchase Money must be paid by the successful Tenderer within One Calendar Month from Date of Acceptance of his Tender, and before Vessel is Removed from Mooring. If the Balance is Not Paid, and the Vessel is Not Removed by Purchaser or his Representative within the Time specified, the Deposit of 10% accompanying Tender will be liable to forfeiture for the benefit of the Crown, and Vessel will be Re-sold.

The Director of the Royal Indian Marine does not bind himself to accept the Highest or any Tender.

Applications to view the Vessel may be made to the Commander of the Yard, Royal Indian Marine, Dockyard, Bombay, and further particulars may be obtained from the Director of the Royal Indian Marine.

E. W. HUDDLESTON,
Captain, R.I.M.,
for Director of Royal Indian Marine.
919]

INTIMATIONS

SHANGHAI MUNICIPAL COUNCIL.
SILVER LOAN 1924.

ISSUE OF DEBENTURES FOR SHANGHAI TARIFF 1,250,000.

THE SHANGHAI MUNICIPAL COUNCIL hereby invites Applications for Debentures in the Silver Loan of 1924.

RATE OF INTEREST—6 per cent. per annum, Payable on June 30th and December 31st in Each Year.

PRICE OF ISSUE—Shai. Tls. 97 1/2 per cent.

REDEMPTION ON DECEMBER 31st, 1924, at par, under the operation of a Sinking Fund. The Debentures may, however, be Redeemed by the Council in whole or in part on DECEMBER 31st, 1924, or on any Subsequent Date, subject to the Council giving Six Calendar Months' Notice in the *Municipal Gazette* and Public Press of Shanghai. In the event of Partial Redemption of this Loan, the Numbers of Debentures to be Redeemed will be decided by Drawing.

SCRIP will be issued in Denominations of Shai. Tls. 5,000, Shai. Tls. 1,000, Shai. Tls. 500, and Shai. Tls. 100 to suit the convenience of Applicants.

APPLICATION FORMS can be obtained from the Local Office of the Hongkong and Shanghai Banking Corporation or from the TREASURER and CONTROLLER, SHANGHAI MUNICIPAL COUNCIL, Administration Building, Shanghai, to which all Enquiries should be addressed. [1063]

FOR SALE.

A PERAMBULATOR, Almost New. Apply—MARVIN, The Vicarage, Kowloon. [1052]

TO LET AT WEIHAIWEI.

COMFORTABLY FURNISHED ROOMS with Board. To let at present. Apply—MRS. NIVEN, Weihaiwei. [842]

TO LET.

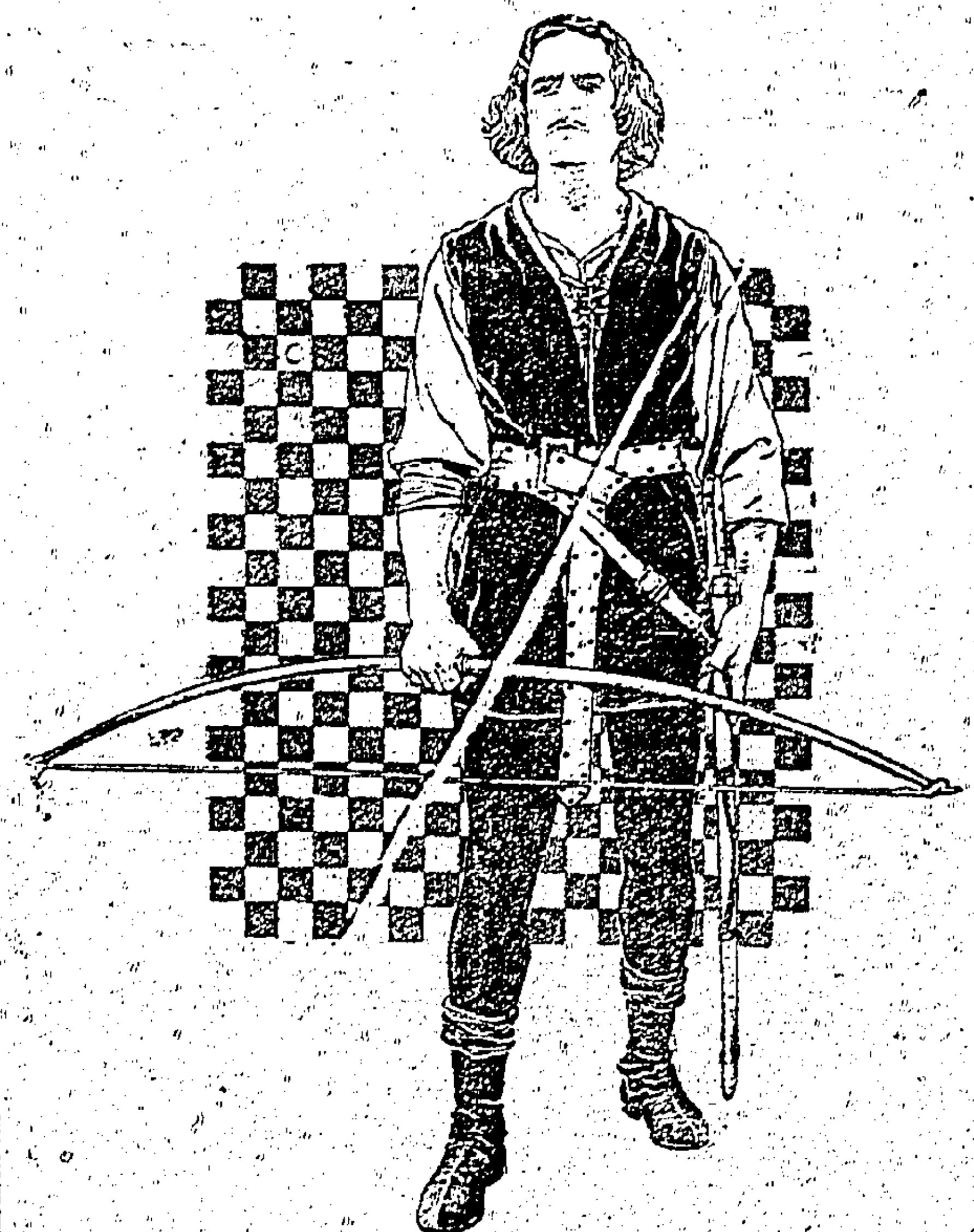
PREMISES on the GROUND FLOOR of ALEXANDRIA BUILDINGS, CHATER ROAD, formerly occupied by THE CHINESE MERCHANTS BANK, LTD., Immediate Occupation; Moderate Rental. Apply—SECRETARY, A. S. WATSON & Co., Ltd. [912]

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NEW and Airy Office ROOMS on Ground and First Floors, 5, DONNELLY STREET. Can be used as Bank, Commercial or Motor Car Offices. Rent Moderate. Apply—SUNG TAI, 1, Queen Street. [965]

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Commencing to-day at USUAL PRICES
FOUR SHOWS DAILY, at
2.15 4.50, 7.00 & 9.20 p.m.
(Robin Hood is a very long picture and will be started absolutely sharp at the above times.)

THE CORONET

BATHING FATALITY. INQUEST ON SCHOOLBOY WHO DIED AT STONECUTTERS.

At the Kowloon Magistracy yesterday afternoon, Mr. E. W. Hamilton held an enquiry into the circumstances attending the death of Chan Sung Hock, a 17-year-old student of St. Paul's College, whose body was recovered by the Water Police at Stonecutters' Island on June 25th last.

It may be remembered that the boy, who was a son of Mr. D. Chan See, export manager of the Sincere Company, went with a bathing party of his school-fellows to Stonecutters' Island the day before, and disappeared in the water.

At the enquiry yesterday Dr. Moore said that as a result of the post-mortem examination it was impossible to say whether the deceased had been seized with cramp.

A written statement by Tang Chang Hing, one of the deceased boy's school-fellows was read in Court. It stated that the bathing party's launch was about 60 yards from the shore. Two swimmers were engaged to take the non-swimmers ashore. The deceased got on one with the dependent, and when it was about 10 yards from the beach, the deceased jumped into the water and swam about. After some time he was about 40 yards from the shore. He suddenly disappeared and the dependent thought that he had dived. As he did not reappear in a reasonable time, dependent shouted "Save life." Swimmers dived in to look for the deceased, and continued their efforts for some twenty minutes, but without avail. Deceased was not a very good swimmer.

Mr. Stewart, acting Principal of St. Paul's College in the absence of the Rev. A. D. Stewart, said that the bathing parties took place twice a week, always at Stonecutters. Each boy was required to pass a test before he was allowed to swim from the launch. If he could not pass, he had to remain in the shallow water near the shore. Witness thought that the precautions taken by the school were adequate, and that the fatality could hardly have been foreseen. For the present he had closed down the school swimming parties.

Mr. E. S. Carter, of the P.W.D., said that he was in charge of the P.W.D. bathing beach. This was enclosed with bamboo floats. A boat was always present, in charge of two men, both good swimmers. Their instructions were to look after the people in the enclosure. They had orders not to go out of it.

Mr. Hamilton: But suppose there was somebody drowning outside?

The witness replied that the men were responsible for the people inside, and a fatal accident might quite possibly occur there while the boat was away. He thought that in extreme cases the man in charge of the boat should use his own judgment. It was witness' experience that there were a number of accidents which might end fatally if the boat were not there.

A P.W.D. boatman said that he went to the boy's assistance as soon as he was told to do so by O Hang, a colleague, who was directing the boat from the shore.

O Hang said that he ordered the boat out as soon as he was asked to do so.

The Jury (Messrs. W. Greig, foreman, Ng Sze Kwong, and Francisco Filomeno da Silva) returned the following verdict:

"We find that the deceased was drowned by accident. We are quite satisfied with the precautions taken by the school, but we recommend that in future, masters on shore duty should be qualified swimmers."

EXPENSIVE UMBRELLA. HEAVY SENTENCES ON TWO YOUTHS.

A Chinese woman who said that she sold Government opium and did repairing work at a shop in Hiphong Road, appeared at the Kowloon Magistracy yesterday in support of a charge against two Chinese youths of stealing her umbrella.

Inspector Spear said that the lady entered the shop on Monday and engaged the woman in conversation. When they had gone, she missed her umbrella, which had been hanging on the door.

The complainant corroborated the Inspector's evidence, and in answer to the Magistrate (Mr. E. W. Hamilton), said that she suspected the youths, because she had seen her umbrella just before they came in. Later, in Peking Road, she saw the two defendants, the first of whom was in the custody of the police. He had her umbrella, which she claimed.

A Chinese detective stated that, seeing the first defendant trying to pawn an umbrella, he was suspicious and took him into custody. The complainant came up and claimed the umbrella, whereupon the first defendant pointed to the second and said "He is in it, too." Witness arrested the second youth as well.

Inspector Spear said that the second defendant was sentenced to 42 days' hard labour in May 1923 for stealing. The first defendant received sentence of six weeks' hard labour, and the second was sent to prison with hard labour for three months.

MISSING GUILDERS. TROUBLE IN THE DEPORTEE SHED.

When a Chinese was charged at the Kowloon Magistracy before Mr. E. W. Hamilton, yesterday, with theft and assault, Inspector Blackman said that both complainant and defendant were undesirables from Singapore, at present quartered at the Depootee Shed at Yau-mat.

On Monday, the Inspector continued, the complainant went to the bathroom and took off his clothing. The defendant came in and took the clothing away, a jacket, trousers, and girdle. The latter, according to the complainant, contained in Dutch currency, one 10-guilder note, two 5-guilder notes, and three 1-guilder notes.

The complainant, a frail little man, stated to be in the last stages of consumption, spoke in a whisper, and was allowed to stand close to the Court interpreter. He gave the greater part of his evidence in tears. When he attempted to prevent the defendant from stealing his clothing, he said, he received several heavy blows on the body. The accused then ran away, and witness gave chase.

A Chinese constable said that he heard shouting, and going towards the depootee's shed, he saw a girdle lying on the shore outside. Complainant ran out of the bath room, and told witness he had lost some money. Witness conducted a search of all the inmates of the shed, including the defendant. In the latter's trousers he found a 10-guilder note, and a 5-guilder note in defendant's bundle.

The complainant then claimed the notes as his, but said that he had lost 23 guilders in all.

After he had been searched, the defendant, without warning, struck the complainant a violent blow.

The defendant said that the 10-guilder note was his own, the witness declared, but asserted that the 5-guilder note was not his. He did not know who had put it in his bundle.

In the dock, the accused admitted striking the complainant, because the latter had accused him of theft.

The Magistrate commented on the fact that the complainant did not point out the defendant to the constable until the money was found on him. Both the men had been in a Dutch Colony, and each might quite easily possess guilders. The charge of theft would be dismissed.

On the charge of assault His Worship ordered the defendant to pay the complainant \$5 compensation or undergo 14 days' hard labour in default. He was prepared to allow 5 guilders to accepted in lieu of \$5.

ALLEGED ASSAULT ON THE POLICE. MAN AND WOMAN CHARGED.

A large spade and a baulk of wood figured as exhibits at the Kowloon Magistracy yesterday, when a Chinese man and woman, both employees of the Chak Tai Shing timber yard, Mongkok, were charged with assaulting the police.

Mr. R. E. A. Webster defended.

A Chinese sergeant said that at 11.15 a.m. on the 15th inst., he was on duty at Shantung Street. He told a hawker that he must not hawk from two stalls with one licence. Witness was taking him to the station, when the male defendant interfered, advising the hawker not to go. Witness said he should take the male defendant to the station, and at this point the woman, who was an earth cooler, struck him on the shoulder with a shovel.

Another policeman arrived, said the witness, and the male defendant struck the second policeman with the piece of wood, produced.

Mr. Webster: Where was the woman when you first saw her?—I did not see her until she struck me.

Did you knock her down when you were running?—No.

Why did she strike you?—I do not know.

I suggest that she struck you because you—I do not say intentionally—ran into her and knocked her down?—No.

Is it true to say that you threw the hawker's stuff all over the place?—No. I put it to you that you did, and that there was a row, and that the defendant came out of the timber yard and told you to stop it. He only said "Go to the Police Station."

Do you call that interference, merely saying "Go to the Police Station"?—The witness did not reply.

A Chinese constable said that he heard police whistles blown, and running in the direction of the sound, saw a number of people around the last witness. He attempted to help the sergeant, and the male defendant hit him with a piece of wood.

The case was adjourned until this morning.

CANTON NOTES. THE STRIKE.

(FROM OUR CHINESE CORRESPONDENT.)

According to a statement issued by the Committee in charge of the strike against the Shamen regulations on July 21st, the prospect for a settlement was so sure then that it was calling for materials to make a report of the matter, showing the successful completion of its work. Therefore, the announcement of the ending of the strike might be expected at any time.

THE USE OF FOREIGN FLAGS.

Commandant Hsu Teh, of the Kwangtung Coast Defence, has issued a statement regretting the use by Chinese launches and small steamers in Canton waters of British and other foreign flags and the hiring of Indian guards of protective service. He has assured all Chinese vessels of the protection of his command, and suggested that all Chinese-owned craft should return to Chinese colours and Chinese registration. It is understood that more than 200 Chinese launches have "gone foreign registration" lately to avoid commanding by Dr. Sun's mercenaries. The Chinese ship owners usually pay \$50 to \$200 for each boat to be protected by a foreigner, according to the influence and standing of the foreign individual or firm offering the service.

MISSIONARY BUILDING RIGHTS QUESTIONED.

The right of a missionary society to construct buildings for rent on lands leased from the Chinese Government for religious and educational purposes is now questioned in Canton.

One So Yui Ming, a citizen of Canton, has called the attention of the authorities to the large number of office buildings just erected on land in front of the Roman Catholic Church at Yi Tak Maloo. It has been alleged that the French Catholic Mission in Canton was violating the terms of the lease granted it by the Chinese Government when it, in the last year or two, began to erect a series of buildings for business and office use and charge rent, like any other real estate agencies. In the last 50 years or more the Mission at various times succeeded in getting from the Chinese Government concessions of lands for conducting its work, including the building of orphanages, hospitals, schools, dormitories, for the missionaries and the like. These grants had amounted to more than 60 acres of land, according to Chinese measurement. The Mission undertakes to pay a nominal rent, in one instance two and a half cents for every 10 Chinese square anahs, for the use of the lands set aside for this service.

In Canton, these days, not only the French Catholic Mission but also other missions are having buildings let out for other purposes than strictly religious or educational; but in practically every case, the proceeds are considered as interest from endowment funds invested in office buildings for the support of the mission concerned.

ISSUE OF PAPER MONEY.

The Kwangtung Provincial Bureau of Finance in Canton has begun to issue paper money since July 20th, and it will be legal tender for payment of all Government dues and taxes. To promote its circulation a commission of 5 per cent is given to native bankers. Among the first local bank to help the Government is Sing Hing Company at Siu Shi Street. The amount to be issued will not be more than \$200,000 at first. If there is no protest on the part of the public, more paper notes will appear on the Canton market.

Aside from those issued by the Kwangtung provincial authorities, Dr. Sun Yat Sen's Secretary of Finance will also put out paper and call it money. The notes of Dr. Sun's Department of Finance are promised to be only short-term, redeemable within three months by monthly drawing with interest at 15 per cent a month. About \$240,000 have been placed on the market. Until maturity, these notes are not acceptable at Dr. Sun's Department of Finance as cash for face value.

To supply his war chest, Dr. Sun Yat Sen has ordered all existing tax rates to be raised by 20 per cent. This means that some items will have their rates doubled and not a few tripled since the beginning of the civil war in Kwangtung Province.

CANTON BOY SCOUTS.

The Public Schools Division of the Canton Boy Scouts held a rally at the campus of Kwangtung University near Man Ming Moon, Canton, on the morning of July 22nd, when more than a thousand scouts of the tenderfoot rank were invested into the movement. The Canton Boy Scout movement is now 10 years old, and lately the public schools of the city also took in the movement and formed a division of their own. The movement was first introduced into Canton by Mr. Huang Hain Chao, who was a boy scout master in New York as early as 1910 when he was a student in Columbia University in New York. Since his return to Canton, 1912, he has organized troops all over Kwangtung.

(Continued at foot of next column.)

THE GLEN'S LATEST LINER. ARRIVAL IN HONGKONG.

The motor-vessel *Glenhigh*, the latest addition to the Glen Line fleet, of which Messrs. Jardine, Matheson & Co., Ltd., are the local agents, arrived in Hongkong on Monday evening on her maiden trip from Home. This fine new vessel is lying at the Kowloon wharf where she is at present discharging cargo. She leaves this evening for Shanghai, Japan and Vladivostok.

The *Glenhigh*, whilst she is the largest vessel of the Glen Line fleet, is not by any means the first of the Company's vessels to be run entirely on electricity. There are the *Glenberg*, *Glenquarry*, *Gleniffer*, etc., all driven by electricity. The new vessel is essentially a passenger-cargo vessel and as such she has a splendid turn of speed. She did the voyage out from Home in 36 days, which included calls at Port Said (where she discharged 1,600 tons of cargo for Palestine) Penang, Port Swettenham, Singapore, and Plokom, where she took oil fuel on board. Her average speed on the voyage out was 13 knots per hour. Her best day's run was 352 knots, between Singapore and Hongkong.

The *Glenhigh* was built at Messrs. Harland and Wolff's shipbuilding yards at Belfast, with the exception of her engines which were constructed at Messrs. Harland and Wolff's yards in Glasgow, and from there transported to Belfast and fitted into the vessel.

EXTENSIVE CARGO SPACE.

Her principal dimensions are as follows: Length over-all, 501' 9"; length between perpendiculars, 451' 0"; breadth moulded, 62' 0"; depth moulded, 25' 6"; net registered tonnage, 5,303.25; gross tonnage, 9,114.99; total deadweight, 12,095 tons; displacement, 19,220 tons. Below decks she has space for 16,950 tons for cargo storage. Above the shelter-decks there is space for a further 1,000 tons whilst there is also refrigerator space for 920 tons.

There is accommodation on board for twelve first-class passengers, accommodated in six staterooms and six two-berth cabins. The cabins are fitted with the latest modern appliances, such as fan, electric heaters, and a feature, which should especially please the ladies is the full length mirror fitted to the inside of the wardrobe door. Another innovation (though now common to the Glen Line vessels but not often seen in two-berth cabins of other lines) is that the exceptionally large wash-hand bowl can be converted into a table by means of a specially designed hinged mahogany wood covering. The smoke room is comfortably fitted-out with easy chairs and settees whilst the saloon is beautifully decorated. A feature of the deck furniture is that none of it is screwed on to the deck; the legs of the movable furniture such as chairs, etc., have firm wooden slats attached to the legs making them perfectly safe and they can be moved about the deck or the rooms at will.

EXPERIMENTAL GEAR FOR LOWERING LIFE-BOATS.

Another feature is that she has on board an experimental gear for lowering life-boats. It appears that the owners, whilst on a visit to the Wembley Exhibition were attracted by a Norwegian patent for the rapid lowering of life-boats. They decided that one so patented should be fitted on the *Glenhigh* as an experiment. By releasing a trigger the lowering gear is set into motion and the life-boat is rapidly lifted over the side of the vessel. Practically no labour is required in getting the life-boat over the side. All the rest of the life-boats are fitted with the Wellan type of lowering gear.

The vessel is exceptionally cool throughout, due to the electric cooling apparatus.

The Master of the *Glenhigh* is Captain James McGregor, who is the senior master of the Glen Line Fleet. Captain McGregor has been to sea for 47 years. He served his apprenticeship in the days when sailing ships were in vogue. After 34 years with the Aberdeen, White Star Line, he joined the Glen Line and has been with that Company since the year 1882. During that time he has commanded many of the Glen Line vessels, including three vessels of the name of *Glenhigh* and of the name of *Glenarkness*. In more recent days Captain McGregor has been in command of most of the Company's latest vessels during their maiden journeys.

WEST RIVER TOWN DESTROYED BY MUTINOUS MARINES.

The mutinied marines of the Canton Government Gunboat *Kong Tai*, now still at large, supported by more than 200 mercenaries of Dr. Sun Yat Sen, practically destroyed the whole town of Kunchuck, along the West River, on July 16th, when able bodied inhabitants of the place were repairing dykes, further damage of which will endanger their homes and farms. The town guards, volunteers, and others were unable to face the guns recently disarmed from the *Kong Tai* by the mutineers, and among the casualties were a number of women and children. Kunchuck is noted for its pepper trade, and a great deal of this product comes to Canton, Hongkong, and other cities in South China.

WALLS HIGH - CLASS PROVISIONS.

Pork Sausage	per large tin	1.00
Bologna	" "	1.20
Oxford Brawn	" "	.60
Smoked Sausage	" "	1.15
Liver	per small tin	.80
Pork Pie	per tin	.90

PHONE 4567.

PROVISION DEPT.

LANE, CRAWFORD, LTD.

HOUBIGANT'S QUELQUES FLEURS PERFUME AND CREME EN BEAUTE.

We have Just Received a Fresh Supply of the above—
place Your Order Early to avoid disappointment.

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

"THE MOST POPULAR" MUSIC BOOKS

VIOLIN SOLOS.
FOLK SONGS FOR VIOLIN & PIANO.
PIANO PIECES.
DRAWING ROOM SONGS.
COLLEGE SONGS.
NATIONAL SONGS.
ETC.

ANDERSON'S.

Wm Powell Ltd

12, Des Voeux Road.

JUST ARRIVED.

WHITE & LIGHT COLOURED
FELT & SUEDE
HATS
FOR
SPORTSWEAR.

★
PHOENIX WHITE SILK HOSIERY
All Prices.

NEW ADVERTISEMENTS

TYPHOID FEVER.

OWING to the above mentioned Disease being unusually prevalent in the Colony at present the Public is advised to BOIL All Drinking Water and Milk before use.

W. PEARSE, M.O.H.

21st July, 1924.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND of Two Dollars per Share for the Six Months ending 30th June, 1924, will be Payable on THURSDAY, AUGUST 14th, on which Date Dividend Warrants may be obtained on Application at the Company's Office, 11, QUEEN'S ROAD CENTRAL.

The TRANSFER BOOKS of the Company will be CLOSED on FRIDAY, the 1st, to WEDNESDAY, the 13th AUGUST (both days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary.

Hongkong, 22nd July, 1924.

HONGKONG & SHANGHAI BANKING CORPORATION.

SETTLEMENT OF YOKOHAMA FIRE MARITIME ACCOUNTS OUTSTANDING AT 1st SEPTEMBER, 1923.

ALL Parties having Claims against this Corporation in connection with Pre-arranged Accounts should forward Full Particulars and Proofs to the HONGKONG & SHANGHAI BANKING CORPORATION, KORE, to be received there Not Later Than 30th SEPTEMBER, 1924, after which Date no further Claims will be admitted.

By Order of the Board of Directors,
A. H. BARLOW,
Acting Chief Manager.

1924

NORDDEUTSCHER LOYD BREMEN.

S.S. "SAARBRÜCKEN."

THE above Vessel grounded near Sabang on her Voyage from European Ports to SINGAPORE, HONGKONG, SHANGHAI, KORE and YOKOHAMA, as the result of which Losses and Expatriation of a General Average nature were incurred.

Consignees are requested to note that before Bills of Lading can be countersigned it will be necessary for them to Sign the General Average Bond AT THE OFFICE OF THE LOCAL AGENTS, MESSRS. MELCHERS & CO., and furnish the Underwritten with the usual Valuations, etc., and also a Deposit of 12% in Cash. Any Guarantees from Bank Houses or Insurance Companies will not be accepted.

The Hongkong Cargo having been discharged at Singapore, is now expected to arrive at Hongkong per the N.D.L. Steamer "SCHLESSEN" due here on the 27th INSTANT.

MELCHERS & CO., Agents.

NORDDEUTSCHER LOYD BREMEN.

3, Queen's Building, Chater Road.

Hongkong, 21st July, 1924.

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "BRENTA"

FROM TRIESTE, VENICE, BRINDISI, SPALATO, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 2nd INSTANT.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd INSTANT, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 8th prox., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd inst. at 10 a.m. by our Surveyors, Messrs. GORDON & DOUGLAS.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 23rd July, 1924.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "TROLLUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 23rd July.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 20th July, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 12th August, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd July, 1924.

INTIMATIONS

NOTICE OF REMOVAL.

WE HAVE REMOVED our Hongkong Store to our Kowloon Branch, No. 84, NATHAN ROAD.

Customers are kindly Requested to communicate for their Requirements at our New Address, where Accounts will also be Received and Paid.

CASSIM AHMED & CO.

Hongkong, 7th July, 1924.

THE HONGKONG JOCKEY CLUB.

MEMBERS are hereby Notified that the Lists for Next Season's Subscription Grids will CLOSE on the 31st JULY.

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NOTICE.

HONGKONG SHAREBROKERS ASSOCIATION.

THE following are Members of the above Association:

A. H. CARROLL	J. F. GRAY
M. A. RAZACK	V. YANOVICH
J. W. KEW	A. P. GREAVES
W. J. CARROLL	H. M. H. EMMETT
O. KITCHEN	NEW KONG CO.
Yip Yung Pak	HARVEY O. ODILL
F. M. L. SOARES	SHO PUI SHAO
H. B. EDWARDS	

By Order of the Board of Directors,
J. W. KEW,
Secretary.

Hongkong, 12th May, 1924.

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are Members of the above Exchange:

ABRAHAM, EZRA	LANCART, H. A.
ALLEN, A. A.	LOGAN, W.
BACMAN, J. T.	M. Y. LUTSON, R. T.
BAXMAN, V.	NISIM, A.
BIRKETT, H.	PRATT, J. S.
CROUCHER, N. V. A.	PESTONJI, R.
ELLIS, F. M.	POTTS, G. O.
GOULD, J.	POTTS, P. C.
GUTTERMAN, A. A.	RAYMOND, E. M.
HUGHES, T. E.	SILVA, P. M. N. de
Kew, F. H.	SWART, E. R.
LANCART, G. P.	TEATER, P.

By Order of the Committee,
A. NISSIM,
Secretary.

Hongkong, 6th May, 1924.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate NS 0289 dated Hongkong 25th April, 1917, for 10 Shares numbered 68606 68673, 68284 and 56124, and Certificate NS 4066 dated Hongkong, 25th April, 1917, for 10 Shares of this Bank numbered 53135 53145 inclusive both registered in the Name of MRS. ELIZABETH HANNAH HADLEY MITCHELL and Certificate NS 3463 dated Hongkong, 25th April, 1917, for 5 Shares numbered 27851 27855 inclusive and Certificate NS 3564 dated Hongkong, 25th April, 1917, for 15 Shares numbered 42569 42570, 53589 53590, 14487 14492, 20401 20403, 20416 and Certificate NS 4067 dated Hongkong, 25th April, 1917, for 15 Shares of this Bank numbered 53176 53187, 50827 50838, 53134 53135 all Three registered in the Name of MRS. WILLIAM FOOT MITCHELL have been DESTROYED BY FIRE, and should these Certificates not be produced to the Bank before the 30th JULY, 1924, New Certificates for the Shares will be issued, and the aforesaid Certificates Nos. NS 0289, NS 4066, NS 3463, NS 3564 and NS 4067, will be thereafter treated by this Corporation as Null and Void.

By Order of the Board of Directors,
A. H. BARLOW,
Acting Chief Manager.

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THE HONGKONG AND KOWLOON TAXICAB CO., LTD.

NOTICE OF CALL.

ISSUE OF 49,000 SHARES OF THE NOMINAL VALUE OF \$10 EACH.

(5% PAID UP).

NOTICE IS HEREBY GIVEN that the 3rd CALL of \$2.50 Per Share on Each of the 49,000 Shares allotted on the 19th day of May, 1923, has been made by the Company, and that such Call will be Payable to the Company's Bankers, The Hongkong and Shanghai Banking Corporation, Hongkong, on or before the 15th day of AUGUST, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 14th August, 1924, both days inclusive.

By Order of the Board of Directors,
A. H. ROWE,
Managing Director.

Dated this 19th day of July, 1924.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY to SEPTEMBER, from Hongkong to Foochow (Pagoda Anchorage) and Return, Calling at Swatow and Amoy on both the Upward and Downward Voyages by the Company's New Fast, Well-appointed Steamer "HAI-NING" at the Reduced Rate of \$30, for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—48 hours.

The Trip occupies 8 to 9 days and the Steamer will Leave Hongkong from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting). The Company's Steam Launch will convey passengers from PAGODA ANCHORAGE to KOOCHOW CITY, if required.

For further Particulars and Dates of Sailing, Apply to

DOUGLAS LAFRAIK & Co., General Managers.

DOUGLAS STEAMSHIP CO., LTD.

Hongkong, 17th June, 1924.

INTIMATIONS

THE HONGKONG, CANTON AND MACAO STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE DOLLAR Per Share for the Six Months ending 30th June, 1924, will be PAYABLE on WEDNESDAY, 6th AUGUST, on which Date Dividend Warrants may be obtained on Application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday, 24th July, to Wednesday, 6th August (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hongkong, 9th July, 1924.

NOTICE.

A. S. WATSON & CO., LIMITED.

ONE CERTIFICATE for 75 Shares Nos. 56105/56129, (25 shares) & Nos. 56190/56289 (50 shares) in this Company standing in the Name of CHOW PENG, deceased, has been LOST, and if at the expiration of One Month from the date hereof, the above document be not forthcoming, other Certificate for the said shares will be issued by the Company, and thereafter no other will be acknowledged.

A. S. WATSON & CO., LIMITED.

Hongkong, 24th June, 1924.

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE Certificate No. 1291 for One Silver Share No. 127 now converted into Five Gold Shares in this Society standing in the Name of DIKRAN MOURADIAN has been Declared LOST, and if at the expiration of One Month from the date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a Certificate for the Five Gold Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.

Hongkong, July 12th, 1924.

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE Certificate No. 848 for One Silver Share No. 119 now converted into Five Gold Shares in this Society standing in the Name of TAKATA & CO., has been Declared LOST, and if at the expiration of One Month from the date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a Certificate for the Five Gold Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.

Hongkong, 3rd July, 1924.

HONGKONG TRAMWAY CO., LTD.

IN LIQUIDATION.

(INCORPORATED IN THE UNITED KINGDOM.)

LOST SHARE CERTIFICATES.

THE Administratrix of the Estate of GEORGE HOWARD MAY Deceased has requested the Liquidator of this Company to effect the Issue of Scrip for the Shares in the Hongkong Tramway Limited, to which, under the Terms of the Liquidation, the Deceased is entitled by virtue of the holding of 200 Shares in this Company, without production of Certificates Nos. PP 229, PP 230 and 671 representing the said 200 Shares Nos. 177976 to 178075, and 69549 to 69648, upon the statement that the said Certificates Nos. PP 229, PP 230 and 671 have been LOST or DESTROYED, AND NOTICE IS HEREBY GIVEN that if within 30 days from the Date hereof No Claim or Representation in respect thereof be made at this Office the said Certificates will thereafter be deemed Cancelled, and of No Effect.

W. E. ROBERTS,
Attorney for the Liquidator.

Hongkong, 28th June, 1924.

HONGKONG TRAMWAY CO., LTD.

IN LIQUIDATION.

(INCORPORATED IN THE UNITED KINGDOM.)

LOST SHARE CERTIFICATE.

THE Liquidator of this Company has been requested by Mr. DAVID L. SALL LEVY of 12, TSEN DUNG ROAD, SHANGHAI to effect the Issue of Scrip for the Shares in the Hongkong Tramway Limited, to which, as the Registered Proprietor of 100 Shares of this Company, he is entitled under the Terms of the Liquidation, without production of Certificate No. 903 representing the said 100 Shares Nos. 131180 to 131279 upon the statement that the said Certificate No. 903 has been LOST or DESTROYED, AND NOTICE IS HEREBY GIVEN that if within 30 days from the Date hereof No Claim or Representation in respect thereof be made at this Office the said Certificate will thereafter be deemed Cancelled and of No Effect.

W. E. ROBERTS,
Attorney for the Liquidator.

Hongkong, 9th July, 1924.

DOUGLAS FAIRBANKS

ROBIN HOOD

TO-DAY, at

2.15, 4.50, 7 & 9.20

(Please note the change of times)

at USUAL PRICES.

THE CORONET.

INTIMATIONS

E WHISKY

A Skilful blend of the finest matured Highland Whiskies. A happy result of long years of experience in distilling and blending; with a fine flavour that cannot fail to assure appreciation from the most discriminating palate.

BOTTLED in SCOTLAND.

SOLE AGENTS:

A S WATSON & CO., LTD.

Wine and Spirit Merchants

ESTABLISHED 31 YEARS.

DEATHS.

JENSEN.—At No. 3, Carnarvon Road, Kowloon, at 1.30 p.m. on July 22nd, T. JENSEN, of Denmark (on the staff of the Green Island Cement Co., Ltd.). Aged 45 years.

Funeral will leave the residence to-day at 4 p.m.

NORTON.—At Colombo, on July 21st, 1924, from enteric fever, HERBERT JAMES BRIDGES NORTON, late manager, Hongkong Hotel. (By cable.) [1038]

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JULY 23RD, 1924.

THE TYPHOID CASES.

That our public officials may not always be wise in disregarding "Peak Tramway Gossip," is shown by the advice which the Medical Officer of Health deems it necessary to give to the public to-day in our advertisement columns. Dr. PEARSE advises the public that, owing to typhoid fever being "unusually prevalent in the Colony at present" all drinking water and milk should be boiled before use.

When Dr. KNOTT, a week ago, at a meeting of the Sanitary Board, called attention to the fact that several cases of typhoid fever and paratyphoid fever had occurred, and inquired whether any investigations had been made with a view to tracing the source of infection, the Medical Officer of Health spoke of "a scare of typhoid on the Peak." His information covered but five cases on the Peak from March to the middle of June, and though he had heard rumours of other cases, he set them down as "topics of Peak Tramway Gossip" to which he said he did not pay much attention, as no other cases than those he had mentioned had been notified to him—and, as is generally known, the law requires that they shall be notified to the Public Health Authorities. While Dr. PEARSE's statement was very reassuring, especially as it showed that the Health Authorities had been investigating the possible origin of the cases which had been brought to their notice, a doubt lingered in many

SHAMEEN SITUATION.

REFUSAL TO REINSTATE POLICE.

AN IMPASSE.

The objection of the Shameen authorities to reinstate the police who deserted when the strike began has created an impasse when a settlement was expected. The Strikers' Union refuse to call off the strike until the Police are reinstated, and it was stated yesterday that the cargo coolies in the shipping godowns were going to strike.

THE AGREED TERMS.

The Canton Gazette reports that at what was regarded as the final conference on Monday, the Shameen authorities declared that they would not consent to reinstate the Shameen police, whom they regarded as being on a different footing from the other strikers.

The British and French Consuls, the Chairman of the British Municipal Council of Shameen and other Shameen representatives were present.

Four of the terms of settlement were practically agreed to by both sides, after discussion. The four matters related to:

1. Rescinding of the new Shameen regulations.

2. Reversion to the old system of issuing permanent passes and which would apply in future without discrimination to both Chinese and foreigners.

3. As to occasional passes, it was agreed that firms and employers shall be empowered to issue these to their servants without the necessity of being chopped by the Municipal Councils, provided not more than four such passes are issued each month to any one person.

4. The re-instatement of all employees who went on strike was agreed to, but as to payment of wages during the strike period, the British Consul-General explained that a minority of about 25 per cent. of the Shameen residents of all foreign nationalities refused to promise to pay the wages of their employees during the strike period. As it was made clear that the British and French Municipal Councils had no power to enforce on Shameen residents the proposal to pay strike wages, the strikers' delegation agreed to assume the responsibility of paying the wages of the strikers' whose employers, numbering about 25 per cent. of the Shameen residents, refused to do so.

It was then that following upon the settlement of the above points, the Shameen representatives at the Conference meeting, sprung upon the Labour delegation the novel and unexpected "counter-proposal" refusing to reinstate the police strikers. The Shameen authorities maintained that the police were in a different category from the ordinary strikers, and therefore would not be re-instated. The reason given for refusal to re-instate the Shameen police was, not that they joined the strike, but because they had left their post of duty.

As the strikers' delegation could not agree to this exclusion of the Shameen police from the strike settlement, the Conference terminated.

STRIKE TO CONTINUE.

At a meeting of the strikers held on Monday night at their headquarters, it was decided that the exclusion of the police from the terms of the strike settlement was unjust. It was therefore resolved to continue the strike.

OBITUARY.

MR. J. H. B. NORTON.

We regret to record the death of Mr. J. H. B. Norton, resident manager of the Hongkong Hotel, which occurred at Colombo on Monday whilst the deceased gentleman was proceeding home on sick leave. News of the death reached Hongkong by cable yesterday, the cause of death being stated as enteric fever.

The late Mr. Norton, who was just over 50 years of age, had not been in the best of health for the past few months, and he was granted home sick leave. He left Hongkong on July 2nd by the s.s. "Suez Maru." His condition then was not considered serious and it was thought that the voyage home and a few months' rest at home was all that was required. Naturally the news of his death came as a great shock to his colleagues at the Hotel and to his many friends in the Colony.

Mr. Norton arrived in the Colony in October 1922 to join to staff of Cafe Wismann as Assistant Manager. After six months' service at the cafe he joined the staff of the Hongkong Hotel Company. His abilities were soon recognised for in the early months of 1922 he was appointed resident manager of the Hongkong Hotel, a position which he filled with great satisfaction to everybody concerned. Much of the success of the Hotel's splendid carnival at Christmas, New Year and at the Chinese New Year were due to Mr. Norton's organising abilities.

The deepest sympathy will be accorded to the deceased's relatives in their sad bereavement.

We learned at a late hour last night that the condition of Mr. James Middleton Smith, son of Professor C. A. Middleton Smith (Dean, Engineering Faculty, Hongkong University), gave cause for grave anxiety.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

LONDON CONFERENCE.

THE PROPOSED LOAN.
SERIOUS DIFFICULTIES.

LONDON, July 22nd.

Mr. MacDonald yesterday and today conferred at length with the chief Allied delegates to the London Conference. Subsequently the Cabinet held its weekly meeting, which was advanced by a day in view of the probability of a plenary session of the Conference taking place tomorrow. It was noticeable to-day that Mr. Herriot was looking pale and tired, and is apparently suffering from the strain. The arguments of French newspapers, based on long despatches from their correspondents, make it clear, according to them, that serious difficulties have arisen.

The difficulties are chiefly due to the attitude of the bankers, notably American, towards the proposal drafted by the first committee on the 19th, which is not considered to secure sufficiently investors in the proposed loan of £40,000,000 to Germany. Even Mr. Herriot's organ, *Ere Nouvelle*, joins the chorus of newspapers in declaring that the bankers have been influenced by "politicians, hostile to the Reparations Commission, aiming at preventing France retaining freedom of action in the event of a German default."

Le Matin describes the "difficulty as serious, almost tragic, and says that if Mr. Herriot refuses the bankers the guarantees they require, the Dawes plan will fall to the ground. If he agrees it will ultimately mean the revision of the Treaty of Versailles.

PARIS, July 22nd.

The papers, especially the *Left Organ*, protest against new claims by would-be investors in the German loan.

The London correspondent of *L'Espresso* states there is an impression that the American banker, Mr. Lamont, has influence with certain members of the English Treasury, who are hostile to the Reparations Commission.

Ere Nouvelle, a paper of the Left bloc, writes that the Lamont view is absolutely unacceptable because it would result in the abolishment of the Reparations Commission and adds that Mr. Herriot has decided to stand firmly by the position he has already taken up.—*Hansa*.

EARLIER CABLES.

RUHR RAILWAYS PROBLEM.

LONDON, July 21st.

The question of the Ruhr railways is proving a thorny one at the inter-Allied Conference, sub-committee discussions, and there is reason to believe that the matter will probably be referred back to the whole Conference.

LATEST CABLES.

RELIGIOUS FANATICS IN INDIA.

500 AKALIS ARRESTED.

AMRITSAR, July 22nd.

The ninth *Jatha*, consisting of 500 Akalis proceeding to Jaito, has been arrested peacefully and removed to Nabha.

OBITUARY.

LT. GEN. SIR RONALD MAXWELL.

LONDON, July 22nd.

Lieutenant-General Sir Ronald Charles Maxwell, K.C.B., K.C.M.G., was Colonel Commandant of the Royal Engineers since 1920. He entered the Army in 1872. His knighthood was awarded for services rendered during the European War.

SIR WILLIAM HERDMAN.

LONDON, July 22nd.

Sir W. A. Herdman is dead.

[Sir William Abbott Herdman was a well known natural historian and wrote a number of works on zoological and biological subjects. He was President of the British Association in 1920.]

LATEST CABLES.

INDIAN CIVIL SERVICE.

THE LEE REPORT DISCUSSED.

DEBATE IN HOUSE OF LORDS.

LONDON, July 22nd.

In the House of Lords a debate was held on the Indian situation on the initiative of Lord Peel, who asked for a full Government statement as to policy. He drew special attention to the general constitutional situation and the question of applying the report of the Lee Commission dealing with the acceleration of the Indianisation of some services, the Provincialisation of other services, and the improvement of the financial conditions and security of tenure of European Civil Servants in India, whose recruitment in Britain had of late become difficult.

Lord Olivier replying declared that owing to the magnitude of the issues involved, it was impossible to pass judgment on the Lee recommendations within such a short period. Meanwhile he sympathised with the claims of the Civil Service and declared that recruiting in Britain of certain services had been temporarily suspended under the recommendations of the report, but British recruiting for pivotal services was being continued. As regards these latter services there was no fear of not being able to get sufficient applicants.

In regard to constitutional reform, Lord Olivier declined to prejudge the report of the committee which was now exhaustively exploring the situation.

TREATY OF MUTUAL ASSISTANCE.

CANADA SUPPORTS HOME VIEW.

LONDON, July 22nd.

A letter to the League declining to adhere to the Pact of Mutual Assistance supports Mr. MacDonald's objections and points out that Canada always disapproved of the obligations involved in Article 10 of the League Covenant, while the proposed Pact creates even wider obligations.

EARLIER CABLES.

BRITAIN'S POLICY DEFENDED.

PARIS, July 21st.

The *Left Organ*, *Ere Nouvelle*, defending Britain's refusal to join the League Pact of Mutual Assistance, says:—"Frenchmen forget that now-a-days Britain depends on her Dominions as much as, or perhaps more than, the Dominions depend on Britain. It is just as important for Britain to assure peace in the Pacific as in Europe."

"The possibility of conflict between the United States and Japan looms on the horizon, and it is impossible that Australia, and therefore Britain, can remain indifferent to this. The League's draft pact in no wise assures peace in the Pacific, because the United States refuse to adhere to it. If Britain accepted the pact, she would be giving Japan a purely one-sided assurance."

FURTHER GOVT. DEFEATS.

TWO REVERSES ON HOUSING BILL.

TOTAL NOW TEN.

LONDON, July 21st.

The Government's score of defeats now totals ten, after the passage of two adverse votes in the Committee stage of the Housing Bill in the House of Commons. The first was a Liberal amendment which was passed by 210 votes to 155, and the second was a Labour amendment which the Government accepted but which was rejected by 137 votes to 115.

In both cases, however, Mr. Wheatley accepted the decision of the House.

In the course of the debate, Mr. Wheatley surprisingly announced a virtual agreement with the Builders' Unions regarding the provision of skill-workers and outlined a scheme for speeding up the process of apprenticeship by the enlistment of evening classes of technical schools and evening classes and also the promotion of semi-skilled labourers.

ECHO OF S. AFRICAN REBELLION.

GEN. MARITZ RELEASED.

CAPE TOWN, July 21st.

The new Government has released Gen. Maritz, sentenced in connection with the South African revolt and imprisoned last April.

U.S. LAWYERS IN LONDON.

IMPRESSIVE OFFICIAL WELCOME.

LONDON, July 21st.

There was an historic gathering in Westminster Hall on the occasion of the official welcome to the American Bar Association.

The ceremony was most impressive. It began with a procession of twenty-six Law Lords and Judges, headed by Viscount Haldane, the Lord Chancellor, resplendent in their scarlet and ermine robes of office.

After they had taken their seats, on the dais, in response to the summons of Lord Haldane, the Attorney-General, Mr. Patrick Hastings, K.C., presented the guests in befitting manner.

The Lord Chancellor delivered a fine speech of welcome in which he recalled some of the great legal figures of the past who had sat in that Hall.

Mr. Charles Evans Hughes, President of the American Bar Association, replied in a great oratorical effort. He concluded with these words: "Here we sit together at the fireside in the old Home of Justice."

Judge Arthur Eugene Sutherland also replied on behalf of the visitors.

The ceremony concluded with a procession of Judges.

MR. HUGHES' CONFIDENCE IN DAWES PLAN.

LONDON, July 21st.

Mr. Charles Hughes, the United States Secretary of State, was the guest of honour at a Pilgrims dinner this evening. The Duke of Connaught presided, the Prince of Wales, Members of the Cabinet and many Home and Overseas distinguished men being present.

The Chairman, in proposing the health of their guest, said that they appreciated most highly the services that Mr. Hughes had rendered to the "world and mankind by the generous manner in which he had always regarded the different important questions. His presence in London at the present time was greatly important. There was a warm feeling in England towards America and anything which would promote that feeling would be to the lasting interest of the whole world."

PRINCE TO VISIT U.S.

The Prince of Wales, supporting, said he hoped to revisit the United States in the autumn.

Mr. Hughes, replying, said that America could be counted upon as a powerful Power devoted to the interests of peace. They believed that the Dawes plan had opened a path of confidence and prosperity and they were therefore deeply interested in its prompt execution.

THE WORLD'S SPORT.

HOME CRICKET.

RAIN PREVENTS PLAY.

LONDON, July 21st.

At Lords rain fell and there could be no play in the match between South Africa and Middlesex. The match was definitely abandoned for the day at three o'clock.

LATEST CABLES.

OLYMPIC GAMES.

SCENES OF DISORDER.

PROTESTS BY ENGLISH-SPEAKING PARTICIPANTS.

LONDON, July 22nd.

The disorderly incidents following numerous decisions in the Olympic arena creating grave doubts among British Olympic correspondents as to whether Britain will ever again compete.

The *Times* Paris representative commiserates the unfortunates of which the Americans have been the principal victims, although several other nations have cause for complaint. He alludes to the humiliating case of the British boxer, Mallin, who was allegedly fouled by French boxer, although the latter received the decision. After this all the English-speaking representatives—British, American, Canadian, Australian and South African—announced their intention to withdraw unless the decision was reversed. This was done, but the correspondent declares that the fact demonstrated that the games exacerbate international bitterness instead of soothing it.

DEATH KNELL SOUNDED.

The *Times*, in a leader, endorses this opinion, and anticipates that the Americans share the British view. The journal states that the death knell of the Olympic Games has been sounded.

(Continued on next column.)

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

GREECO-JAPANESE TRADE.

AGNESS, July 22nd.

The Japanese Minister, in presenting his letters of credence from the President, referred to the necessity for the development of Greco-Japanese commercial relations.

FLOODS IN KOREA.

COMMUNICATIONS CUT OFF.

SEOUL, July 22nd.

Three days of heavy rains have resulted in severe floods all over Korea and serious interruption to communications, which are especially bad between Seoul and the Manchurian border.

CHINESE IN THE P.M.S.

LONDON, July 21st.

In the House of Commons, Mr. J. H. Thomas informed Mr. C. W. Darrington that the nomination of a second Chinese member of the Federal Council of the Malay States was being made immediately.

EX-CHINA MISSIONARY DEAD.

LONDON, July 21st.

The death has occurred of Dr. Charles Kenyon, for a long time a Wesleyan Medical Missionary in China.

SERVICE IN RAIN AT THE CENOTAPH.

The annual memorial parade and service of the British Legion at the Cenotaph took place on the Horse Guards Parade, where the Duke of York, accompanied by Field-Marshal Earl Haig, Mr. Stephen Walsh, M.P. (Secretary for War, representing the Government), and Mr. J. F. Lister (the chairman of the Legion), inspected the delegates to the Conference of the Legion, and many other contingents from branches all over London. Large crowds witnessed the parade.

After the inspection a procession was formed, headed by a band of the Grenadier Guards, and the whole parade marched slowly towards the Cenotaph, the Duke of York and Earl Haig following immediately behind the band. The procession was met at the Cenotaph by the Dean of Westminster, Bishop Ryle, who was supported by Preliminary Carle, the Rev. A. E. Garvie, the Rev. Michael Adler, (Commissioner J. B. Laurie (of the Salvation Army), and the clergy and choristers of Westminster Abbey. Legionaries carrying the flags of two different branches formed up on two sides of the Cenotaph. The service commenced by the singing of "O God, our help in ages past," and after prayers by Bishop Ryle, the hymn, "All people that on earth do dwell," was sung.

After the Benediction, the Duke of York and Earl Haig, both carrying umbrellas as the rain was still falling heavily, placed the wreath of the Legion on the Cenotaph. Then two buglers of the Grenadier Guards sounded "Last Post." As the first notes rang out the flags of the Legionaries at the Cenotaph were lowered, and every head was bowed. "Reveille" was then sounded. The service concluded with the singing of the National Anthem. Afterwards wreaths from different branches of the Legion were laid on the Cenotaph, including one from the Irish Legion of Ex-Servicemen.

LATEST CABLES.

REUTER'S AMERICAN SERVICE.

PASSENGER SHIP RAMMED.

FOUR KILLED.

BOSTON, July 22nd.

The *Swift Arrow*, a tanker, rammed the new passenger steamer *Boston*, from Boston and bound for New York, off Point Judith, Rhode Island, in a fog. Four passengers were killed. The others were transferred to boats, being picked up by the *Swift Arrow* and other ships which rushed assistance. The heaviness of the fog hampered the rescue ships.

EARLIER CABLES.

U.S. TAKE TENNIS FINALS.

PARIS, July 21st.

In the Olympic lawn tennis doubles final, Hunter and Richards (U.S.A.) beat Brugnon and Cochet (France), 4-6, 6-2, 2-6, 6-2.

The weather was close and the sky overcast. The game began hotly, with periods of baseline play broken occasionally by rallies and excursions to the net which livened up the game. In the third set Cochet was brilliant with his smashes, and Richards was serving brilliantly. Richards dominated the fourth set, though Cochet was irresistible and very accurate in his placing. He frequently caught the Americans out of position. The Americans exerted steady and determined pressure in the final set.

In the mixed doubles final, Williams and Mrs. Wightman (U.S.A.) beat Richards and Mrs. Jessup (U.S.A.), 6-3, 6-3.

In the play-off for third place between the beaten semi-finalists, Brugnon and Lacoste (France) beat Condon and Richardson (South Africa), 6-3, 10-8, 6-3. The final placings in the Olympic lawn tennis are: American 55 points, France 28, Britain 16, Italy and Holland both 4, South Africa 3.

DETECTIVES IN FICTION.

SOME WONDERFUL CRIME INVESTIGATORS.

Mr. Laurence Mack writes in *T.P.'s* and *Cassell's Weekly*.

The king of intellectuals in the world of detective fiction is Edgar Allan Poe's Auguste Dupin. In "The Purloined Letter" (where the valuable document is left so openly revealed that no one thinks of looking at it), in "The Gold Bug," where Dupin elucidates an impossible cryptogram, in "The Murders in the Rue Morgue," where he proves that no human hand could have killed Madame D'Espagnay and thrust her daughter's body up the chimney, Dupin makes out the amazing truth about the cunning, cunningly logical deductions of mental analysis; he had a vivid freshness of imagination, and always thought best in the dark.

Inspector Bucket in "Black House" is one of Dickens's notable successes. The inspector is a big man, genial and obviously looking, but with an exceptionally keen eye and an iron determination. Bucket is a bit of a humorist, and the book is always on his side. He suspected Lady Dedlock—yes, but not of the murder of that implacable old lawyer, Tuppence.

"The person to be apprehended is now in this house," he says to Sir Leicester Dedlock. Enter Missy's maid, Mademoiselle Hortense. Mademoiselle is high-handed, insolent. Her protestation avail not.

Two things are especially observable as Mr. Bucket proceeds to a conclusion. First, that he seems impervious to the establishment of a dreadful right of property in Mademoiselle. Secondly, that the very atmosphere she breathes seems to narrow and contract about her, as if a close net or a pall were being drawn nearer and yet nearer around her breathless figure.

Who so good at crime in fiction as Dickens's great contemporary, Wilkie Collins? Sergeant Cuff in "The Moonstone" is a detective of a different type. Just take a look at him as he arrives at Lady Verinder's place, in the fateful diamond, the Moonstone, with its dread and blood-stained history:

"He was dressed all in decent black, with a white cravat round his neck. His face was as sharp as a hatchet, and the skin of it was yellow and dry and withered as an autumn leaf. His eyes were of a light, steely grey; his walk was stiff; his long, lanky fingers were hooked like claws."

It is a comforting thing about the grim Cuff that rose-growing was a genuine hobby of his.

AN IMPERSONAL EYE.

"The Loversworth Case," of Agatha Katharine Green, has for two generations past had a great vogue in America and in England. It tells of the murder of a wealthy old man, and the narrative throws the burden of guilt upon two beautiful young women. The redeeming agent in the gloomy mystery is the detective, Ebenezer Gryce, a portly, comfortable personage "with an eye that never rested on the individual before it, but on some insignificant object like an inkstand, a book, or a button."

No need to describe the characteristics of Sherlock Holmes. One sees him always there in Baker Street, long and lean, seated in his dressing-gown, over a pipe of smoke, turning over again in his mind such difficult cases as those of "A Study in Scarlet," "The Five Orange Pips," "The Hound of the Baskervilles," and "The Sign of the Cross." On the other hand, a considerable difficulty in getting hold of a copy of my friend E. C. Bentley's "Trent's Last Case," one of the most ingenious mystery stories ever put together. Trent is a quixotic-looking portly man with untidy hair, who loves poetry and has a whimsical wit. His constructive skill is in attending to the significance of certain apparently negligible facts, and then missing the evidence so that it encloses the culprit. His handling of the Sign of the Cross is a masterpiece, and one likes him all the better for his failure to realise the impossible. "Trent's Last Case" is also a beautiful love story.

A reliable and comfortable sleuth is Mr. A. E. W. Mason's M. Hannay, who figures first in that thrilling romance "At the Villa Rose." Hannay, who is called in by the compassionate Colin Ricardo to clear the charge of killing her husband from the charge of killing her employer Madame Daubray, is stout and broad-shouldered, with a heavy face, but a good heart. His maxim is: "It is not my business to hold opinions; my business is to make sure."

Some people swear by Mr. Gilbert Chesterton's detective stories "The Innocence of Father Brown" and "The Wisdom of Father Brown," others swear by them. Father Brown, a Catholic priest, and profession a searcher out of secrets, by instinct he is a searcher out of secrets. Father Brown looks dull, almost stupid. He is a short, bulbous-eyed, spectacled, padre who carries a stumpy umbrella. He has long fits of absent-mindedness. These are deceptive. His mind is a vast, intricate, and his intimate friend, Flambeau of the French Secret, has the greatest admiration for his fruitful brooding.

A MAGNIFICENT FAILURE.

Probably the most notable pioneer detective in French fiction is Le Coq, the creation of that wonderful manufacturer of these crime stories, Emile Gaboriau. In "Monsieur Le Coq" when Gaboriau first introduces him a ruthless pursuit results in magnificent failure. Young Le Coq, fierce and black-haired, had not then adopted the necessary axiom, "Always distrust what seems probable." In "The Old Age of Le Coq," the detective is still distinguished or grown eyes, which sparkle brilliantly or grow dull according to his mood. He is then infallible, and Mr. Gaboriau explains why.

(Continued on next column.)

FIRST SMOKELESS CITY?

NOTTINGHAM'S EXPERIMENT IN CARBONISATION.

A correspondent writing in the *London Observer* says:

Nottingham is likely to become the first smokeless city in the country, through the low temperature carbonisation process about to be installed by the Digby Colliery Co. at Gedling, Nottinghamshire.

Discussing the matter, Sir H. Dunlop Rendell-Bayley, managing-director of the Digby Co., says that unless new sources are found within the next few years, we shall be faced with an oil famine. This country can be made independent of oil-borne oil supplies if only we come letting the oil go up our chimneys in the form of smoke. Every thousand tons of coal of average quality raised, sold, and burned in its raw condition, is a loss of from 18,000 to 20,000 gallons of oil from which motor spirit, Diesel, lubricating, and other oils can be distilled.

It has been decided to erect a low temperature carbonisation plant near Nottingham, says Sir Dunlop. "Small coal will be treated there for the extraction of motor spirit, fuel, and lubrication oils, and the residue is a perfectly smokeless fuel for domestic and industrial purposes. Cheap gas will also result. A plant of a capacity of only 1,000 tons a day will, as a beginning, cost Nottingham something like 250,000 tons of smokeless fuel a year, at a price not higher than the best domestic coal. This smoke-free fuel can be used either for household or manufacturing purposes. Vast quantities of very small coal in the mines of Great Britain can, by this method, be converted into high-grade fuel. The colliery companies will be in a position to increase the wages to miners by paying the cost rate of wages for small coal at the same rate as the coal which comes out for steam production now. Coal dust left in the pits is connected with coal production are trying to prevent by 'coal-dusting' and other means. Low temperature carbonisation will make needless these costly experiments which have been taking place in Cumberland and other districts. The small coal will be drawn from curbs by much as we take dust from carpets by vacuum cleaners, thereby utilising a waste product which varies in quantity from 10 per cent. to 30 per cent. of all the coal mined. Here, then, we have the return of the collieries."

Referring to the oil situation, Sir Dunlop says: "Quite apart from the coming world shortage, it is absurd that Great Britain should have to 'buy' 250,000,000 worth of oil every year when science is able to turn our own coal into rich oil wells. A plant with a capacity of 1,000 tons a day can yield over 7,000,000 gallons of crude oil and over 1,000,000 gallons of motor spirit a year. A plant of the same capacity will make not less than 50,000,000 cubic feet of gas annually. It is an enterprise of fine quality revolutionary in the best sense. When the proved sources of low temperature carbonisation it is not difficult to visualise the far-reaching effect that the new method of treating coal will have on the economic life of this country."

IMPORTED OFFICIALS.

FEELING IN FISH.

The claims of youths born in Fiji to civil service appointments were strongly debated in the Legislative Council when that body recently dealt with the recommendation by the Governor that two cadets be brought from England. The elected members strongly objected to further importations and it was pointed out that only last December the Governor had promised that no men would be brought out in 1924. Locally-born lads had made good in the past, and others should be given a chance.

The Acting-Governor replied that he had found that men who had been educated at the public schools and universities of Great Britain made the best officers.

The matter was to be further discussed at a round table conference.

In Mr. Maurice Leblanc's "Arsène Lupin" we have a book and a character which exceeded the limits of credibility. The same criticism applies to Mr. Gaston Leroux's "The Mystery of the Yellow Room." It has infinite inventiveness and its sleuth is incomparable in his guises and evasions; but things happen too easily. Messrs. Pierre Souvestre and Marcel Allain, the inventors of "Fantomas," take great liberties with the intelligent reader, who is never quite sure as to whether this gentleman is a criminal or a detector of crime.

These French detectives have everything their own way. In effective drama there must always be a cruel struggle. A very steady-going American detective is McCarty, the hero of most of "Miss Isabel Ostrander's" tremendously exciting works, notably "Whose Card?" and "McCarty Ince." There is nothing romantic about this sleuth. He is a solid, bull-necked person with a lot of common sense. McCarty's only genius is that of taking infinite pains; and in his labours he has the helpful advice of his labours, a fellow-countryman, Dennis Riordan, a fellow-countryman, from the New York Fire Brigade.

The most promising recruit, English fiction has had for years is Mrs. Agatha Christie. "The Mysterious Affair at Styles," "The Secret Adversary," and "The Murder on the Links" palpitate with interest.

Har Poirot is a little man, very dapper, debonair and well-dressed. He has eyes of interrogation and an upturned nose. His favourite drink is thick, sweet chocolate, which he prepares himself in an enamel saucepan, who is got a foil, a Captain Hastings, who is as thick-headed as Holmes's friend Dr. Watson. Poirot has come to stay. He is very subtle and very comical.

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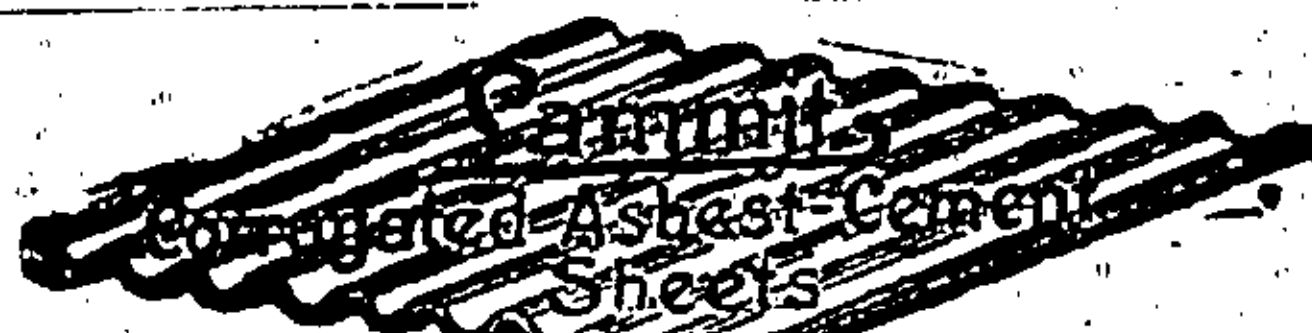
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ABDUCTED WIFE.

MAN'S DEATH RECALLS FAMOUS CASE.

"I cannot find that it is the law that an England wife is the mere slave of her husband, more chattel with which he might do what he pleased."

These words, uttered by Lord Halsbury, then Lord Chancellor, sum up the principle laid down by the Court of Appeal in the Jackson case in 1891, now recalled by the death of the husband, Mr. Edmund Haughton Jackson, of Blackburn, which occurred at Twickenham on June 11th.

Mr. Jackson secretly married a Clitheroe solicitor's daughter with whom he became acquainted at a picnic, the engagement lasting less than a week. They never cohabited, and during his absence in New Zealand she went to live with relatives. On his return to this country he obtained a decree for the restitution of conjugal rights, which his wife did not obey.

The husband thereupon forcibly seized his wife as she was leaving church and drove her to his house. The incident caused great excitement throughout the country. The house where Mrs. Jackson was detained was virtually in a state of siege, the police watching night and day to serve official papers; but the garrison eventually gave in early one morning.

The fight then shifted to the Court of Appeal, where the matter was argued on a writ of habeas corpus requiring the production of Mrs. Jackson. She was seen privately by three judges—Lord Halsbury, Lord Esher (Master of the Rolls) and Lord Justice Fry.

The court decided that she must be set at liberty and made it clear that a husband has no right to abduct or forcibly detain his wife if she does not choose to continue to live with him.

The decision was acted upon by a great many women to leave their husbands; and this was specially so in the case of women of means.

The decision also gave new impetus to the women's rights movement.

£165,035 FOR A NECKLACE.
PEARLS OF FIRST FRENCH PRESIDENT'S WIFE.

Amid great excitement and after much eager bidding, the famous pearl necklace of the Louvre, once the property of Mme. Thiers, wife of the first President of the Republic, was sold last month for £111,000, plus £54,035 State and city taxes, a total of £165,035.

The sale took place in the vast Galerie Napoleon, in the Louvre, which was crowded with prominent people, jewel lovers and experts, who came in motor-cars which were parked along the entire length of the Louvre. Bids of millions of francs were shouted or nodded from every part of the room. Even the auctioneer seemed impressed by the formidable sums that so many persons were ready to give to possess the necklace with its 143 pearls. At one moment the excitement was increased by a bid in a woman's low, thin voice. Everybody craned their necks to catch a glimpse of the bidder, whose pale face and grey hair were familiar to the merchants present. She is Mme. van Cleve.

Hundreds of thousands of francs rolled up almost second by second. The bidding rebounded to a couple of dark-visaged men, in a line with the auctioneer, who from the first had looked with cool determination upon their rivals.

Eleven millions and a quarter, and the ivory hammer quivered. A man added a few thousands. From the centre came another last effort, but the two dark men capped the bids again.

There was a breathless pause, and then the hammer fell. The necklace was sold to M. Léon Hensy and M. S. de Lopez, well-known Paris jewel merchants.

The money realised will be divided between the Louvre Museum and two charitable organisations in equal parts. When the three rows of pearls were originally collected by Mme. Thiers and her sister more than 40 years ago, the necklace complete cost them about 29,000.

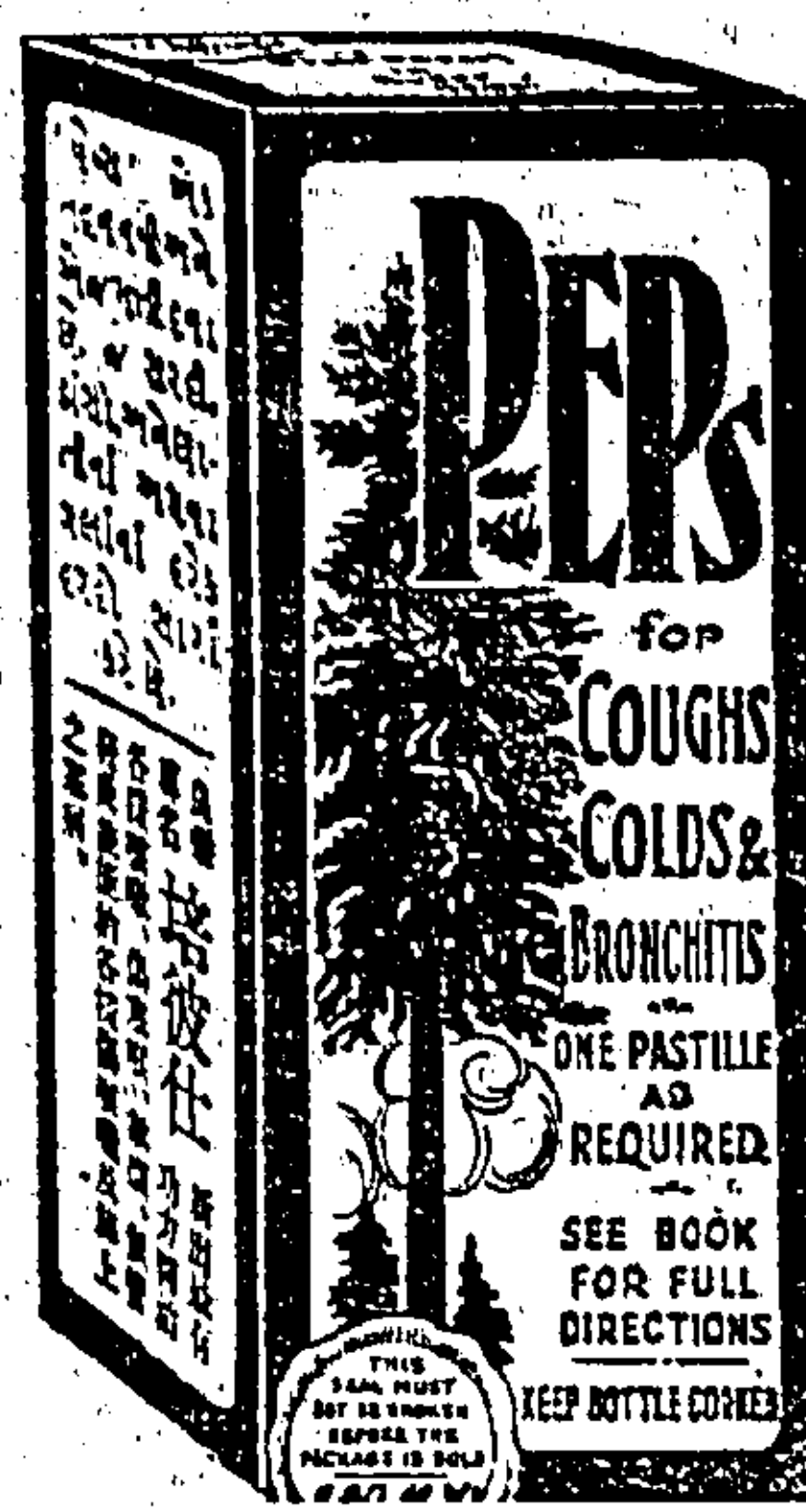
The historic necklace was bequeathed by Mme. Thiers to the French nation. For many years it has been kept at the Louvre with the Crown jewels.

EMANCIPATION OF WOMEN.

CAMBRIDGE UNION SOCIETY.

At the final debate of the term at the Cambridge Union Society on June 10th, Mr. C. W. Pilkington-Rogers (Queen's) proposed the motion "That the emancipation of woman spells the doom of civilisation." After denying that he was a reactionary, Mr. Pilkington-Rogers said that the whole universe was based on duality, light and darkness, male and female. The outer world of business required masculine qualities, but in the inner world of the home feminine qualities were essential. The greatness of a nation depended upon the pre-eminence of home life in the national life, and the present emancipation of women tended to introduce women to a mode of life that was unsuitable. Mr. R. A. Butler (Pembroke), the retiring president, said that the over-emancipation of women defeated its own object, as it would tend to create a Centre party, which, like the Liberal party, would eventually die out. Mr. Gilbert Frankau asked the House, "as the last bulwark left against the rising tide of feminism," to pass the motion with every possible vote and to send a message to the Empire that Cambridge stood firm. Mr. W. L. George, who spoke in opposition, said that throughout the ages the position of women had always been unsatisfactory. He suggested as an alternative motion "That the lack of emancipation of women spelled the doom of civilisation." "Women could not make a greater mess of the world than men had done, and they should be freed as much as possible."

(Continued at foot of next column.)



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No Claims will be submitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 25th July, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th August, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st July, 1924. [1051]

THE BEN LINE STEAMERS, LTD.

FROM LEUTH, MIDDELSBRO, ANTWERP AND STRAITS.

The Steamship "BENAVON."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra remaining undelivered after the 25th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 8th August, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 18th July, 1924. [1047]

ON SALE.

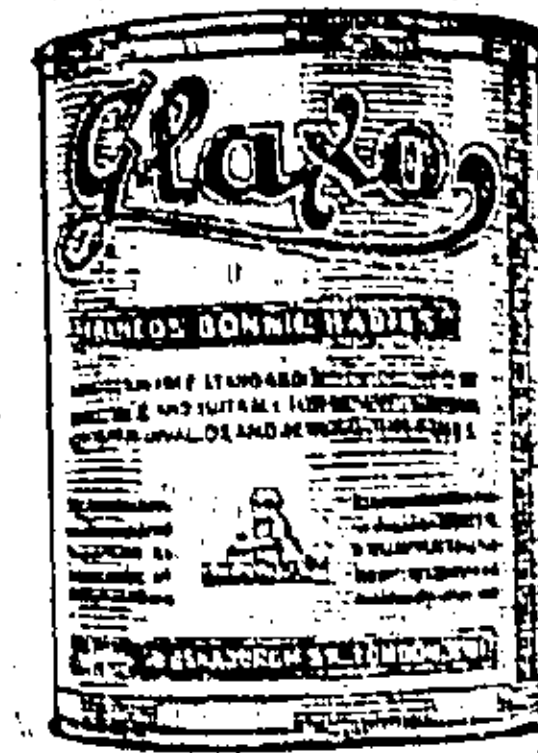
HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1923.

Revised by the Members.

PRICE \$5.

DAILY PRESS OFFICE

Upon a division there voted: For the motion 103; against the motion 211; majority against, 18.

THE CORRECT
FOOD FOR BABY.

—To grow up into strong, energetic life. Baby must have the right food now. He must be able to digest the food easily, his food must contain every material necessary to build strong bones, and firm healthy muscles, and it must be free from the disease germs and dirt.

Glaxo is the milk-food that answers all these requirements. It has been the sole food of many thousands of sturdy, healthy babies all over the World. Glaxo is the correct food for your Baby. Give it to him to-day.

BUY A
TIN OF
GLAXO
TO-DAY



BUILDS BONNIE BABIES.

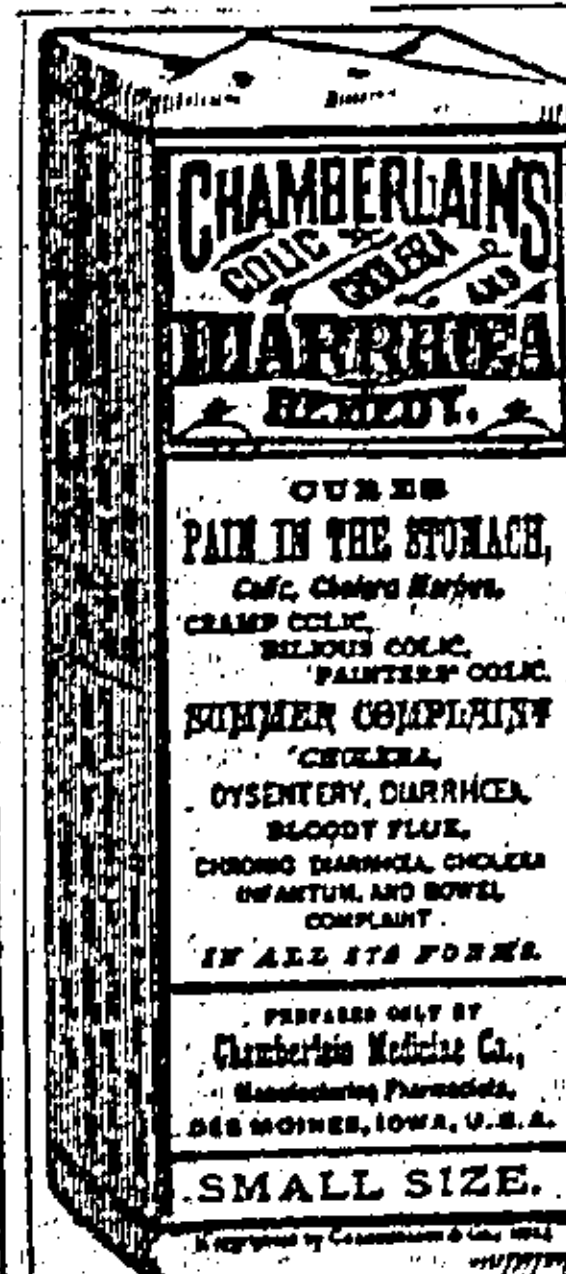


It doesn't
cost any more—

to have one of these rubber pens, beautifully engraved with an exclusive Wahl design, than the ordinary pen. And besides their beauty, Wahl Pens offer you especially smooth writing nibs, comb-feed devices which accurately regulate ink-flow and freedom from leaking or "sweating". Wahl Pens are made, in various metals and rubber and with a variety of designs, by the makers of Eversharp.

For sale at leading shops everywhere.

Wholesale Distributors for China:
STANDARD PRODUCTS CO., INC.
14, Canton Road, SHANGHAI.

Chamberlain's
Colic and Diarrhoea
Remedy

Cures

Pains in the Stomach,
Diarrhoea, Dysentery,
Colic and Bowel Complaint

Sold Everywhere.

CAMMELL LAIRD & Co., LTD.



Sheffield, Birkenhead, Leeds, etc.

HIGH SPEED STEELS
BEST CAST TOOL STEEL
MINING STEELS
SHEAR STEELS
FILES AND RASPS

STOCKS KEPT AT
13, Peking Road, SHANGHAI

NORDDEUTSCHER LLOYD BREMEN.
FAR EASTERN PASSENGER AND FREIGHT SERVICE.

NEXT SAILINGS:

STEAMERS	ARRIVAL AT HONGKONG AND SAILINGS FOR SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO GENOA, ANTWERP, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
"SCHLESIE"	27th July	19th September
"AACHEN"	28th August	11th October
"TRIER"	14th September	18th October
"ELBERFELD"	16th October	25th November
"COBLENZ"	19th November	13th December
"PFALZ"	11th December	17th January, 1925
"DERFFLINGER"	2nd January, 1925	4th February
"SAARBRUECKEN"	2nd February	8th March
"TRIER"	1st March	5th April
"FULDA"	29th March	2nd May

For Freight and Passage, please apply to—
MELCHERS & CO.,
AGENTS,
HONGKONG.
Telephone C. 4557.
3, QUEEN'S BUILDING, CHATER ROAD.



HOLLAND EAST ASIA LINE of the United Netherlands Navigation Company.

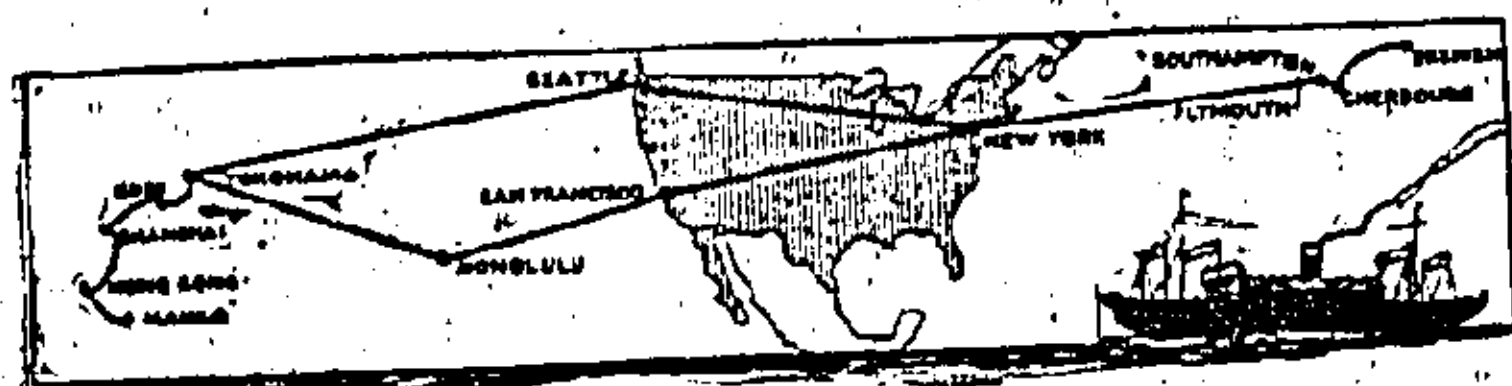
Regular Four-weekly Service between
Japan, Vladivostok, China, Hongkong, Manila, Singapore
and
Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

SAILINGS FOR EUROPE:	
From Hongkong	13th August Middle of September
ARRIVALS FROM EUROPE:	
Due Hongkong	25th July 26th August 23rd September
OLDEKERK	
BOETON	
BOEROE	
OOSTERK	

All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN.
Agents.
York Building.

Telephone Central No. 1574.



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FROM the Orient via the Admiral Oriental Line to Seattle or the Pacific Mail Steamship Company to San Francisco, to New York by rail—to Europe via the United States Lines.

Through reservations at special rates. U. S. Lines Agents in Seattle and San Francisco meet all ships.

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PACIFIC MAIL STEAMSHIP COMPANY
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ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS

MITSUI BUSSAN KAISHA LTD.

HONGKONG



WIRELESS TELEPHONY. POLDHU TO SYDNEY.

The tests of wireless telephony between Poldhu and Sydney which were conducted for several hours on successive days a month ago were successful on each day. Mr. Fisk, the managing director of the Amalgamated Wireless Company, assures a Sydney newspaper that the voice was heard with the greatest clarity. Such expressions as "Hello, Yachuloo, Poldhu speaking," might have been spoken from the next street instead of being thousands of miles distant.

Mr. Fisk attributes the success of the experiment to the "beam" system of low power. He used a simple experimental receiver, similar to the one used in recent telegraphic experiments on the "beam" system. If a "beam" station were erected in Australia and a similar station in England Mr. Fisk states that it would be possible for Mr. Bruce to conduct a conversation with Mr. MacDonald without being overheard in either America or Japan.

Mr. Fisk added that the test was conducted on a wave length of 100 metres and a power of about 100 kilowatts. The new system, he said, would render obsolete within five years the present super-stations, which require wave lengths of 20,000 metres and a power of 1,000 kilowatts. For the cost of one super-station it would be possible to have several ones of the type sending the beam over a width of 1,000 miles, along which several countries could receive different messages simultaneously, and outside which it would be impossible to hear anything.

REMARKABLE PROGRESS.

SENATOR MARCONI'S HOPE.

Senator Marconi was further interviewed by a representative of *The Daily Telegraph* concerning this latest remarkable and successful experiment in wireless telephony. I have very little to say beyond what has already appeared (he remarked). Some tests were carried out from Poldhu, in Cornwall, without utilising what is called the "beam" system, but utilising many features of that system without the "beam"—I mean the electric waves which carry the voice. These were not directed to any particular part of the globe. During the tests a voice and a speech in transmission were clearly heard and understood by Mr. Fisk in his own house, which is in a suburb of Sydney, Australia. He has a small temporary receiving installation there, and he received a speech which was spoken in Cornwall to Australia. This is the first time such a thing has ever been done between England and Australia or any such distance by this particular method or any other method. I think this is important enough for you to notice.

Asked what the wave-length was, the Senator did not wish to go into details, but as soon as the experiments were more advanced, he said, he would be prepared to give information. He proceeded: I think that when the "beam" system is utilised with the same waves we have been using, the results will be in every way satisfactory, and that it will be available for high-speed telegraphy between England and Australia, and other distant parts of the world, and also for telephony.

The tests, he explained, were of an experimental character, and were preliminary tests. At certain periods when they were made it was evening in this country and night-time in Australia, at others it was night-time here and day-time there. It was not dark all the way. He did not know exactly, but he thought Mr. Fisk used an ordinary telephone receiver.

"One of my friends did listen in at Montreal (he added), and got my message to Australia quite all right, but nothing particular was said. There is nothing special about the receiver, and it may be taken that any fairly and reasonably efficient receiver would have received the message."

Asked as to the amount of the power used, the Senator thought it was about 20 kilowatts. When inquiry was made as to how soon the system could be developed for commercial operations he replied: "I shall certainly follow this up, and I think it is coming very soon. My expectations are mostly placed on the 'beam' system, which increases the power tremendously. The tenth of a kilowatt used with the 'beam' would probably give as good results as twenty kilowatts without it. I think I might say we are prepared immediately to erect a station here and in other parts of the world for both high-speed telegraphy and telephony the moment facilities are afforded to us. We are quite ready to do it now; in fact, we are arranging to do it in certain other countries, and we hope very much we shall commence here."

NEW IRISH JUDGES.

'UNABLE TO SPEAK THE OFFICIAL LANGUAGE.

The new Free State judges who have just been appointed are all lawyers pure and simple. They are: Lord Chief Justice, Mr. H. Kennedy, K.C.; President of the High Court, Mr. T. Sullivan, K.C.; Supreme Court, Mr. C. A. O'Connor (Master of the Rolls); and Mr. G. Fitzgerald, K.C.; High Court, Mr. J. Creed Meredith, T. L. O'Shaughnessy, W. E. Wylie, W. J. Johnston, and J. A. Murnaghan. Not one of them took part in the rising of 1916.

Not one of them, writes an Irish barrister, can speak the Irish language, though Irish is now declared to be the official language and the statutes which the judges will have to interpret are printed in Irish, with an English translation. Many of the junior barristers speak Irish fluently, and there are sure to be attempts made to give the official language of the country its place in the new law courts, but it is foredoomed to failure.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"JEYPORE"

carrying His Majesty's Mail, will be despatched from this Port at Noon, on TUESDAY, the 23rd July, taking cargo for the above Ports.

Silk and Valuable Cargo, for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. on the Day previous to Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to—
MACKENZIE & CO.,
Agents.
Hongkong, 22nd July, 1924. [1056]

S.S. "YANG-TS'U"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from ANTWERP, LONDON, MANCHESTER, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuable are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 25th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 25th instant, or they will not be recognized.

All damaged packages will be examined on Friday, the 25th instant, at 10 a.m., by Messrs. Godard & Douglas.

No Fire Insurance has been effected.
R. RODENFUSER,
Acting Agent.
Hongkong, 19th July, 1924. [1045]

S.S. "ANGKOR"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LONDON, &c., also Cargo from "GEPHRE" and "AMAZON" from MARSEILLES, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuable are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 25th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 25th instant, or they will not be recognized.

All damaged packages will be examined on Saturday, the 25th instant, at 10 a.m., by Messrs. Godard & Douglas.

No Fire Insurance has been effected.
R. RODENFUSER,
Acting Agent.
Hongkong, 20th July, 1924. [1050]

OVERHALFACENTURYREPUTATION
Dr. LECLERC'S CURE FOR THE
INVALENTS OF CHINA AND HONGKONG
Dr. LECLERC'S CURE FOR THE
INVALENTS OF CHINA AND HONGKONG
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INVALENTS OF CHINA AND HONGKONG
Dr. LECLERC'S CURE FOR THE
INVALENTS OF CHINA AND HONGKONG

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

TSINGTAU via SWATOW	"YATSHING"	Thursday, 24th July, 10 a.m.
SHANGHAI	"YUENSANG"	Saturday, 26th July, 11 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday, 27th July, 7 a.m.
SHANGHAI via SWATOW	"HANGSANG"	Sunday, 27th July, 10 a.m.
BANGKOK via SWATOW	"HOSANG"	Monday, 28th July, 5 p.m.
TIENSIN	"CHIPSANG"	Monday, 28th July, 8 p.m.
STRAITS & CALCUTTA	"MAUSANG"	Wednesday, 30th July, 1 p.m.
SANDAKAN	"SUISANG"	Wednesday, 30th July, 3 p.m.
MANILA via AMOY	"LEENSANG"	Friday, 2nd Aug., 3 p.m.
HAIPHONG via HOIHOW	"FHOOSANG"	Saturday, 3rd Aug., 7 a.m.
STRAITS & CALCUTTA	"KITSANG"	Sunday, 4th Aug., 3 p.m.
ROBE	"WAISHING"	Tuesday, 12th Aug., 7 a.m.
TSINGTAU via SWATOW & SHANGHAI		Wednesday 23rd Aug., 10 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about
Wednesday, 30th July, 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

Telephone No. CENTRAL 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K. STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharge
"GLENSHIEL"	11th Port	"GLENBEG"	19th Aug.	19th Aug.
"PEMBROKESHIRE"	6th Aug.			
"GLENIFFER"	20th Aug.			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

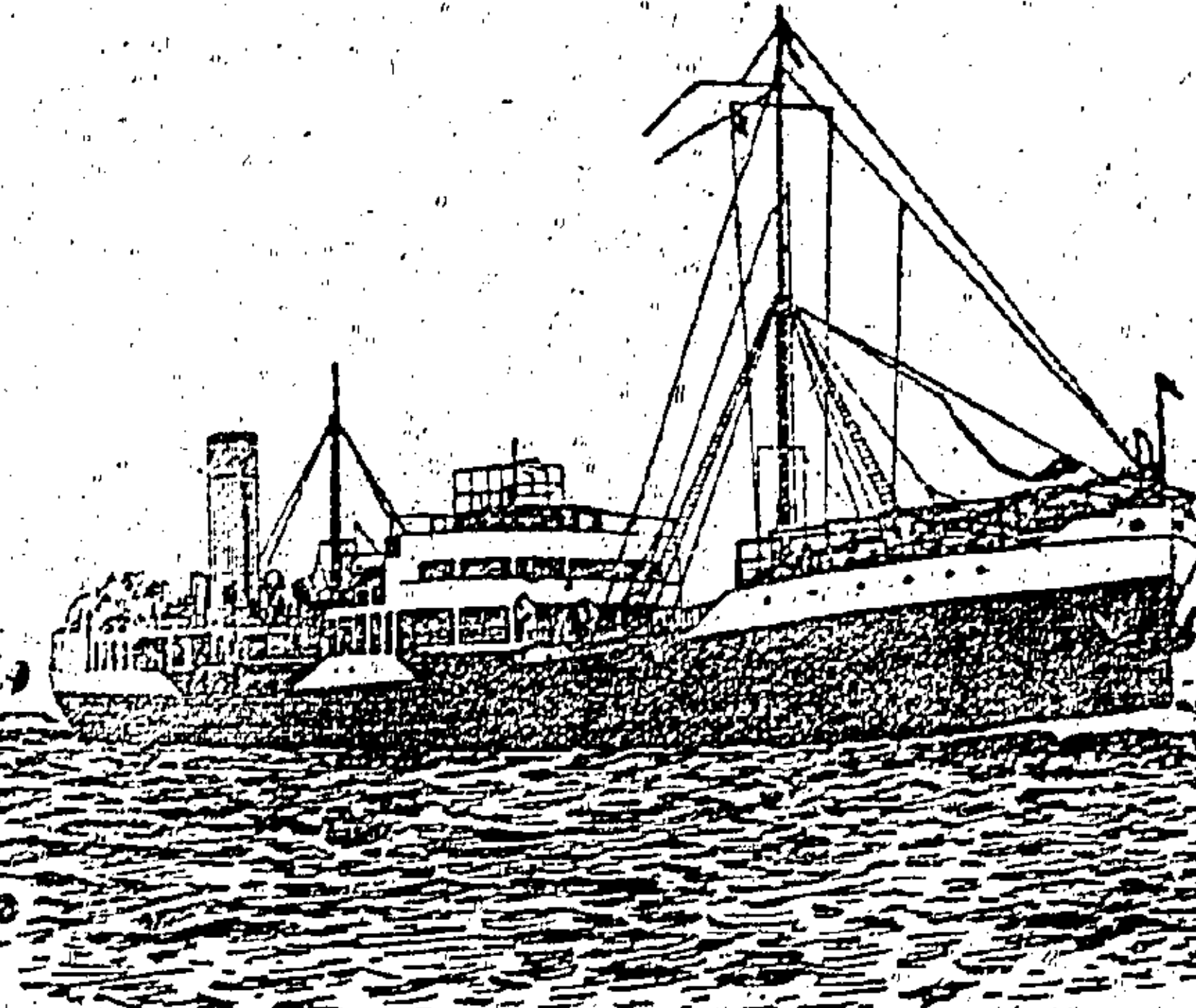
JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 2593.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
COOPS USED: A1, A.B.O. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

47' 0" 55' 1" 31' 0" 8,400 tons d.w.t. 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order
of THE ANGLO Saxon PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS
to the same order.

Please address enquiries to the Chief Manager;

H. K. DYER & Co., M.L.N.A., Kowloon Dock, HONGKONG

SHIPPING NEWS

ARRIVALS.

July 21st.
Chokwa Maru, Japanese str., 1,302 tons, Capt. Furukawa, from Haiphong and Hobei, with a general cargo, lying at buoy No. 135. Y.K.K.
Deer, American str., 3,434 tons, Capt. C. E. Ash, from Shanghai, with a general cargo, lying at buoy No. 425. Arnold & Co.
Delphinus, British str., 1,000 tons, Capt. B. S. Fane, from Balikpapan and Manila, lying at Takko Dock.
Dunlop Maru, Japanese str., 281 tons, Capt. S. Chota, from Keelung, with a cargo of coal, lying at buoy No. C.T. M.B.K.
Chasul, British str., 3,800 tons, Capt. J. McGregor, from London, via ports, with a general cargo, lying at Kowloon wharf. J. M. & Co.
Lincoln, French str., 301 tons, Capt. J. Drats, from Haiphong and Pakboi, with a general cargo, lying at Stone Cutters' Ring.
Pharos, British str., 3,103 tons, Capt. E. F. Patterson, from Tarakan, with a cargo of fuel oil, lying at A.P. wharf.
Asiatic Petroleum Co.
Sonolite, British str., 1,300 tons, Capt. E. McKean, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12. B & S.
Van Chuan, Dutch str., 2,680 tons, Capt. H. O. Iren, from Singapore, with a general cargo, lying at buoy No. A27. J. G. L.
 July 22nd.
Chingta, British str., 1,336 tons, Capt. G. L. Johnson, from Bangkok and Swatow, with a general cargo, lying at buoy No. B11. B & S.
Chakravarti, French str., from Canton, lying at Stonecutters' Ring.
Hongkong, British str., 1,376 tons, Capt. R. H. McNair, from Bangkok and Swatow, with a general cargo, lying at buoy No. C27. J. M. & Co.
Hok Chuan, Chinese str., 288 tons, Capt. Leung Long, from Kwang Chow Wan, with a general cargo, lying at buoy No. C27. Hong On Co.
Huile, Chinese str., 1,200 tons, Capt. Y. W. Watanabe, from Dairen, with a general cargo, lying at buoy No. 5. Y. K. K.
Shan Tai, British str., from Canton, lying at buoy No. 135.
Sakura, British str., from Canton, lying at Takko Dock.

CLEARANCES.

July 21st.
President Adams, for Manila.
Norfolk, for Canton.
Van Vollenhoven, for Canton.
 July 22nd.
Admiral, for Shanghai.
Batavia, for Swatow.
Buenos Aires, for Haiphong.
Chingta, for Shanghai.
Deer, for Canton.
Hakka, for Swatow.
Harbin, for Bangkok.
Kanpur, for Shanghai.
Lake Pichang, for Shanghai.
Reims, for Hobei.
Sorokhin, for Swatow.
Sony Maru, for Keelung.
Shan Tai, for Chingwangtao.
Van Chuan, for Swatow.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada* arrived at Shanghai on July 21st at 3:30 p.m., left on July 22nd at noon, and is due at Kobe on July 24th at 6 a.m. (Thursday).
 The R.M.S. *Empress of Japan* from Hongkong on the July 2nd, arrived at Vancouver on July 20th.
 The Admiral Oriental Line's s.s. *Elkton* was due to sail from Manila on July 22nd, and may be expected at Hongkong on July 24th. She will sail for Manila, Cebu or Iloilo, Zamboanga, and thence to Europe on July 24th.
 The Dollar Steamship Line's s.s. *President Pils*, which is due at this port on August 15th, sailed from San Francisco on July 19th, on schedule.

WEATHER REPORT

July 22nd at 10:25 - Warning to Hongkong, Coet Ports, etc. - Depression on typhoon of unknown intensity within 120 miles of lat. 13 deg. N. Long. 125 deg. E., moving W.N.W.
 July 22nd at 17:55 - Enssure has decreased slightly at Appart and from Formosa to Hongkong. It is nearly stationary at Shanghai and Manila.

There are indications of a typhoon about 250 miles east of Appart moving W.N.W. Manila warning: Typhoon in lat. 18 deg. N. Long. 125 deg. E., moving W.N.W. Reel. 22d. 150 mpa.
 Hongkong rainfall for the 24 hours ending at 18 hours, July 22nd, 0.70 inch. Total since January 1st, 64.50 inches, against an average of 47.71 inches.

The forecast for the 24 hours ending at 18 hours, July 23rd is as follows: -

Forecast
 Hongkong to (Tap Rock) E. winds, moderate, fine.
 Formosa Channel do.
 South coast of China between Hongkong and Lamock do.
 South coast of China between Hongkong and Hainan do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 22nd.			
	Day	On Date	at Date
	at 2 p.m.	8 a.m.	2 p.m.
Barometer	29.68	29.67	29.68
Temperature	81	78	84
Humidity	87	84	85
Wind Direction	S	Calm	E
" Force	"	0	"
Weather	"	cl	"
Rain	0.82	0.00	0.70

Highest open-air Temperature on 21st 88.4

Lowest open-air Temperature on 22nd 78

HONGKONG TIDE TABLE.

From July 23rd to 29th, 1924.			
High Water.		Low Water.	
Days of Week	Days of Month	H'kong. Standard Time.	H'kong. Height.
Wed.	23	4.54 a.m.	8.8
Thurs.	24	3.52 a.m.	9.58
Fri.	25	2.43 a.m.	11.41
Satur.	26	1.27 a.m.	10.25
Sun.	27	12.03 a.m.	11.16
Mon.	28	10.41 a.m.	10.4
Tues.	29	9.23 a.m.	11.16
		8.06 a.m.	10.45
		6.50 a.m.	11.41

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Water-levels in English Feet at 10 A.M. 1924.			
Place of Observation	Highest W.L. over recorded.	Lowest W.L. over recorded.	W.L. July 21
Wuchow, W. River	+79.50	-2.42	
Kongmoon, W. River	+14.70	-0.80	
Shichow, N. River	+57.00		+18.2
Samahai, N. River	+32.81		+4.7
Shakung, E. River	+27.23	-0.00	
	+12.5	-0.95	+4.1

Engineer-in-Chief.

The Admiral Oriental Liner *President McKinley*, which sailed from this port at 10 p.m. on July 17th, arrived in Manila at 7 a.m. on July 19th. She leaves that port at 5 p.m. on July 22nd, arriving here at 2 a.m. on July 23rd, and will sail for Victoria and Seattle, via Shanghai and Japan at 10 a.m. on July 24th.

CANADIAN PACIFIC

THE "EMPRESS OF RUSSIA"

HONGKONG

TO
 MANILA
 5 P.M., THURSDAY, JULY 24th.

HONGKONG

VANCOUVER

NOON, THURSDAY, JULY 31st,

via Shanghai, Nagasaki, Kobe & Yokohama.

Passenger Department: Telephone C. 752. Cables: "GACANPAC."
 Freight and Express: Telephone C. 42. Cables: "NAUTILUS."

T. K. K.

THE PATHWAY OF THE SUN

"Via HONOLULU—THE PARADISE OF THE PACIFIC"

REDUCED FARE TO EUROPE.
 First class throughout \$120. Mono class steamers on the Atlantic. \$112-\$110.
HONGKONG TO SAN FRANCISCO
 VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.
STEAMERS
 TAIYO MARU (calling at Keelung) 22,000 tons, July 25th.
 TENYO MARU 10,200 tons, August 8th.
 KOREA MARU 20,000 tons, August 22nd.
 SHINYO MARU 22,000 tons, September 4th.
 SIBERIA MARU 20,000 tons, September 19th.

HONGKONG TO VALPARAISO.
 VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, ARICA AND IQUIQUE.
 THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.
STEAMERS
 GINYO MARU 15,000 tons, September 5th.
 ANYO MARU 15,700 tons, October 18th.
 Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.
 For full information regarding Passengers, Freight and Sailings, apply to—
 Agents at Canton: Messrs. T. E. GRIFFITH.
 Y. TSUTSUMI, Manager, King's Building, Tel. Nos. C. 327 & 327.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line
 For MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA and OTHER SPANISH PORTS.
 SS. "LEGAZPI" ... 25th Sept.
 SS. "C. LOPEZ Y LOPEZ" ... 30th Oct.
 SS. "ISLA DE PANAY" ... 21st Dec.
 For YOKOHAMA, KOBE, NAGASAKI, and SHANGHAI,
 SS. "LEGAZPI" ... 18th Aug.
 SS. "C. LOPEZ Y LOPEZ" ... 12th Oct.
 SS. "ISLA DE PANAY" ... 3rd Dec.
 The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewards and Doctor carried.
 For Freight and/or passage apply to—
 O. D. BARRETTO, 23, Central Avenue, E.O., CANTON.
 BOTELHO BROS., Alexandra Building, Hongkong.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
 LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez and Port Said.
 "ANAXON MARU" ... Tuesday, 5th Aug.
 RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban and Capetown.
 "PANAMA MARU" ... Monday, 11th Aug.
 BOMBAY via Singapore and Colombo.
 "ALPS MARU" (Calls at Penang) ... Monday, 4th Aug.
 BANGKOK, SAIGON via SINGAPORE.
 "KISHU MARU" ... Friday, 1st Aug.
 CALCUTTA via Singapore & Rangoon.
 "HAGUE MARU" ... Saturday, 28th July.
 VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.
 "MANILA MARU" ... Wednesday, 13th Aug.
 NEW YORK via Japan Ports, San Francisco and Panama.
 JAPAN PORTS—Mojji, Kobe, Osaka, Yokkaichi and Nagoya.
 "BORNEO MARU" ... Thursday, 29th July.
 "PARIS MARU" ... Monday, 11th Aug.
 "MANILA MARU" ... Wednesday, 13th Aug.
 KEELUNG via SWATOW & AMOY.
 "KAIJO MARU" ... Sunday, 27th July, Noon.
 TAKAO via SWATOW & AMOY.
 "KOTSU MARU" ... Thursday, 31st July.
 TAKAO & KEELUNG.
 "BATAVIA MARU" ... Sunday, 3rd Aug.
 For further particulars please apply to—
 OSAKA SHOSEN KAISHA.
 Telephone Nos. 4088, 4089, 4090.
 K. SHIMA, Manager.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

VIA

SHANGHAI, KOBE, YOKOHAMA & HONOLULU

SS. "PRESIDENT PIERCE" ... July 30th, at 4 p.m.
 SS. "PRESIDENT TAFT" ... August 13th, at 4 p.m.
 SS. "PRESIDENT WILSON" ... August 27th, at 4 p.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO	DIRECT TRANS-CONTIN.	YOSEMITE
LOS ANGELES	ENTAIL RAILWAY AND	GRAND CANYON
SALT LAKE	ATLANTIC STEAMERS	FEATHER RIVER
CHICAGO		YELLOW STONE PARK
NEW YORK		NILGARA FALLS.

HONGKONG—MANILA

SS. "PRESIDENT TAFT" ... August 3rd, at Noon.
 SS. "PRESIDENT WILSON" ... August 17th, at Noon.

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

SS. "LAKE FAULK" ... Aug. 5th, 1924, at 6 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322. HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.
 VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
 Through passage rates to Europe via America U.S.A. 5, C. 3420, C. 3440.
 YOKOHAMA MARU ... Saturday, 20th Aug. at 11 a.m.
 KAGA MARU ... Friday, 28th Sept. at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore Ports.
 HAKOZAKI MARU ... Wednesday, 30th July, at 11 a.m.
 HAKUSAN MARU ... Wednesday, 13th Aug.
HAMBURG via LONDON & ROTTERDAM.
 DURBAN MARU ... Beginning Sept.
LIVERPOOL via MARSEILLES & VALENCIA.
 TSURUGA MARU ... Sunday, 25th Aug.
SYDNEY & MELBOURNE via Manila Ports.
 MISHIMA MARU ... Wednesday, 20th Aug. at 11 a.m.
 TANGO MARU ... Wednesday, 17th Sept. at 11 a.m.
NEW YORK & BOSTON via PANAMA.
 TAKETOYO MARU ... Monday, 4th Aug.
BUENOS AIRES via Singapore, Durban & Cape Town.
 KAMAKURA MARU ... Thursday, 28th Aug.
BOMBAY via Singapore & Colombo.
 MORIOKA MARU ... Tuesday, 29th July.
 NAGATO MARU ... Sunday, 10th Aug.
CALCUTTA via Singapore, Penang & Rangoon.
 OSAKA MARU ... Wednesday, 30th July.
 MALACCA MARU ... Thursday, 7th Aug.
NAGASAKI, KOBE & YOKOHAMA.
 TANGO MARU ... Thursday, 14th Aug.
SHANGHAI, KOBE & YOKOHAMA.
 HARUNA MARU ... Tuesday, 29th July.
 TANGO MARU ... Friday, 1st Aug.
 SADO MARU ... Sunday, 10th Aug.
 KAMO MARU ... Wednesday, 13th Aug.
 For further information, apply to—
 NIPPON YUSEN KAISHA.
 Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.



JAPAN COAL

GENERAL IMPORTS & EXPORTS

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 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

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SHIPBUILDERS,
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 OXY-ACETYLENE AND
 ELECTRIC WELDERS,
 MECHANICAL AND
 ELECTRICAL
 ENGINEERS

THE TAKOO DOCKYARD & ENGINEERING COMPANY
 OF HONGKONG, LIMITED.

— DRY DOCKS. —

Length 787 Feet.

Length on Blocks 750 Feet.

Dept. on Centre of

SH (H.W.O.S.T.) 34 ft 6 ins.

— THREE SLIPWAYS. —

Capable of Handling Ships up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

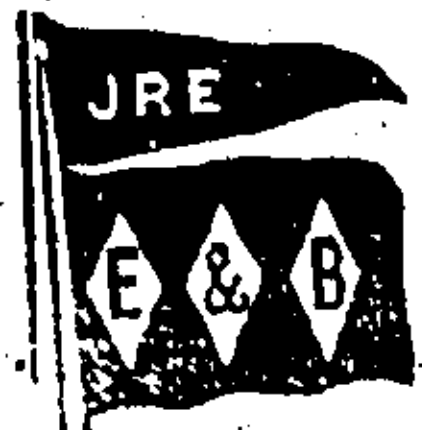
Lifting 100 Tons at 1/4 Foot Radius.

BUTTERFIELD & SWIRE, AGENTS

HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAKOODOCK, HONGKONG."
 TELEPHONE No. 212.
 CALL FLAG: "O" OVER "ANG, PENNANT."

ELLERMAN &
BUCKNALL



STEAMSHIP
COMPANY, LTD

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF DUNKIRK" 2nd Aug. Marseilles, London, Hamburg & Hull
PASSENGER SERVICE.

"CITY OF LAHORE" 26th Oct. Shanghai and Japan
"CITY OF LAHORE" 7th Dec. Marseilles, London, etc.

FARES TO LONDON.

Single 1st Class "A" ... £2. "B" ... £1 10s. "C" ... £1 5s. "D" ... £1 2s. 6d.
Cargo Steamer, Saloon Passage £82.

For further particulars, apply to—
THE BANK LINE LTD.
(Tel. Central 780).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON, NEW YORK & BALTIMORE
Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

"TITAN" via Suez Canal 31st July
"CITY OF CHESTER" via Suez Canal 11th Aug.
"BELLEROPHON" via Suez Canal 21st Aug.

* Boston and New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD. HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD. CANTON.

M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZONE	—	—	3rd Aug.
ANGOR	—	—	17th Aug.
AZAY LE RIDEAU	3rd July	4th Aug.	31st Aug.
PAUL LECAT	17th July	18th Aug.	14th Sept.
ANDRE LEBON	31st July	1st Sept.	28th Sept.
AMBOISE	14th Aug.	15th Sept.	12th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class) £ 93. 0s. 0d.
B CLASS (1st Class) £ 83. 0s. 0d.
C CLASS (2nd Class) £ 68. 0s. 0d.
D CLASS (2nd Class) £ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"YALOW" from DUNKIRK, LONDON & HAVRE is due

to arrive about 23rd August.

Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
8, QUEEN'S BUILDING,
CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW
AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG	Capt. W. S. Turnbull	Friday,	25th July, at 1 p.m.
HAINING	Capt. W. O. Passmore	Tuesday,	29th July, at 5 p.m.
HAIPHONG	Capt. Ellis Walker	Friday,	1st Aug., at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

S.S. "GOTHIC PRINCE" 1st September.
S.S. "SOUTHWESTERN MILLER" 1st October.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

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P. & O. British India Apcar and Eastern & Australian Lines

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MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MALWA"	10,941	25th July, Noon	Mars., L'don. & Antwerp.
"JEYPORE"	6,313	29th July, Noon	Spore, Penang, Colombo & B'bay.
"MIRZAPUR"	6,715	4th Aug.	do.
"DEVANHA"	8,092	8th Aug.	Mars., London & Antwerp.
"SICILIA"	6,313	12th Aug.	Spore, Penang, Colombo & B'bay.
"MANTUA"	10,902	16th Aug.	Mars., L'don. & Antwerp.
"NAGDOYA"	6,554	20th Aug.	do.
"SARDINIA"	6,554	24th Aug.	Spore, Penang, Colombo & B'bay.
"KALYAN"	9,118	28th Aug.	Mars., L'don. & Antwerp.
"KASHMIR"	11,430	31st Sept.	do.
"SOUJAN"	6,968	4th Oct.	Spore, Penang, Colombo & B'bay.
"KASHMIR"	6,968	8th Oct.	do.
"MOREA"	10,911	12th Oct.	Spore, Penang, Colombo & B'bay.
"SICILIA"	6,313	16th Oct.	Mars., London & Antwerp.
"KASHMIR"	6,968	20th Oct.	do.
"MALWA"	10,941	24th Oct.	Spore, Penang, Colombo & B'bay.
"KASHMIR"	6,968	28th Oct.	Mars., London & Antwerp.
"MANTUA"	10,902	31st Oct.	do.
"KALYAN"	9,118	4th Nov.	Spore, Penang, Colombo & B'bay.
"KASHMIR"	6,968	8th Nov.	do.
"MANTUA"	10,902	12th Nov.	Spore, Penang, Colombo & B'bay.
"KALYAN"	9,118	16th Nov.	Mars., London & Antwerp.
"KASHMIR"	6,968	20th Nov.	do.
"MANTUA"	10,902	24th Nov.	Spore, Penang, Colombo & B'bay.
"KALYAN"	9,118	28th Nov.	Mars., London & Antwerp.
"KASHMIR"	6,968	1st Dec.	do.
"MANTUA"	10,902	5th Dec.	Spore, Penang, Colombo & B'bay.
"KALYAN"	9,118	9th Dec.	Mars., London & Antwerp.
"KASHMIR"	6,968	13th Dec.	do.
"MANTUA"	10,902	17th Dec.	Spore, Penang, Colombo & B'bay.
"KALYAN"	9,118	21st Dec.	Mars., London & Antwerp.
"KASHMIR"	6,968	25th Dec.	do.
"MANTUA"	10,902	29th Dec.	Spore, Penang, Colombo & B'bay.
"KALYAN"	9,118	1st Jan. 1925	Mars., London & Antwerp.
"KASHMIR"	6,968	5th Jan. 1925	do.
"MANTUA"	10,902	9th Jan. 1925	Spore, Penang, Colombo & B'bay.
"KALYAN"	9,118	13th Jan. 1925	Mars., London & Antwerp.
"KASHMIR"	6,968	17th Jan. 1925	do.
"MANTUA"	10,902	21st Jan. 1925	Spore, Penang, Colombo & B'bay.
"KALYAN"	9,118	25th Jan. 1925	Mars., London & Antwerp.
"KASHMIR"	6,968	29th Jan. 1925	do.
"MANTUA"	10,902	31st Jan. 1925	Spore, Penang, Colombo & B'bay.

BRITISH INDIA-APCAR SAILINGS

"TANDA"	6,968	25th July	Singapore, Penang & Calcutta
"TAKALA"	8,849	17th Aug.	do.
"TALMA"	10,000	29th Aug.	do.

EASTERN AND AUSTRALIAN SAILINGS. (South)

"ST. ALBANS"	4,500	30th July	Manila, Sandakan, Thursday
"EASTERN"	4,500	4th Aug.	Island, Townsville, Brisbane,
"KASHMIR"	6,968	1st Oct.	Sydney & Melbourne.

Frequent connections to Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal. San Francisco, etc.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MALWA"	10,941	24th July, D.L.	Shanghai, Moji & Kobe.
"SICILIA"	6,313	28th July, 4 p.m.	Shanghai
"TAKALA"	8,849	31st July	Shanghai, Moji & Kobe.
"NAGDOYA"	6,554	4th Aug.	Shanghai, Moji & Kobe.
"SARDINIA"	6,554	8th Aug.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	12th Aug.	Shanghai, Moji & Kobe.
"SICILIA"	6,313	16th Aug.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	20th Aug.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	24th Aug.	Shanghai, Moji & Kobe.
"SICILIA"	6,313	28th Aug.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	31st Aug.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	4th Sept.	Shanghai, Moji & Kobe.
"SICILIA"	6,313	8th Sept.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	12th Sept.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	16th Sept.	Shanghai, Moji & Kobe.
"SICILIA"	6,313	20th Sept.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	24th Sept.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	28th Sept.	Shanghai, Moji & Kobe.
"SICILIA"	6,313	1st Oct.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	5th Oct.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	9th Oct.	Shanghai, Moji & Kobe.
"SICILIA"	6,313	13th Oct.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	17th Oct.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	21st Oct.	Shanghai, Moji & Kobe.
"SICILIA"	6,313	25th Oct.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	29th Oct.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	31st Oct.	Shanghai, Moji & Kobe.
"SICILIA"	6,313	4th Nov.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	8th Nov.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	12th Nov.	Shanghai, Moji & Kobe.
"SICILIA"	6,313	16th Nov.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	20th Nov.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	24th Nov.	Shanghai, Moji & Kobe.
"SICILIA"	6,313	28th Nov.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	1st Dec.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	5th Dec.	Shanghai, Moji & Kobe.
"SICILIA"	6,313	9th Dec.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	13th Dec.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	17th Dec.	Shanghai, Moji & Kobe.
"SICILIA"	6,313	21st Dec.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	25th Dec.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	29th Dec.	Shanghai, Moji & Kobe.
"SICILIA"	6,313	31st Dec.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	4th Jan. 1925	Shanghai, Moji & Kobe.
"KALYAN"	9,118	8th Jan. 1925	Shanghai, Moji & Kobe.
"SICILIA"	6,313	12th Jan. 1925	Shanghai, Moji & Kobe.
"MANTUA"	10,902	16th Jan. 1925	Shanghai, Moji & Kobe.
"KALYAN"	9,118	20th Jan. 1925	Shanghai, Moji & Kobe.
"SICILIA"	6,313	24th Jan. 1925	Shanghai, Moji & Kobe.
"MANTUA"	10,902	28th Jan. 1925	Shanghai, Moji & Kobe.
"KALYAN"	9,118	31st Jan. 1925	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

TO SAN FRANCISCO AND LOS ANGELES
FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "WEST CAJON"	—	—	Due Hongkong 26th July
U.S.S. "WEST JESTER"	—	—	Leave Hongkong 29th July
U.S.S. "WEST JESTER"	—	—	Due Hongkong 10th Aug.
U.S.S. "WEST JESTER"	—	—	Leave Hongkong 12th Aug.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
THROUGH BILLS OF LADING ISSUED TO U.S.
AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU, ILOILO, ZAMBOANGA AND TABACO.
U.S.S. "WEST SEQUANA" Due Hongkong 25th July
Leave Hongkong 28th July

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA, CEBU AND ZAMBOANGA.
U.S.S. "WEST FARALON" Due Hongkong 15th Aug.
Leave Hongkong 17th Aug.

FOR FULL INFORMATION, APPLY TO

STRUTHERS AND BARRY,
General Agent for
JAPAN-CHINA-PHILIPPINES,
INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building
Phone No. Central 2008.

G. P. BRADFORD,
Est. Agent.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
HOIHOW, PAKHOI & HAIPHONG	"TAKING"	On 23rd July, 2 p.m.
WAIHAIWAI, CHEFOO & TIENSIN	"KUEICHOW"	On 23rd July, 4 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 24th July, 3 p.m.
SHANGHAI & NINGPO	"CHINKIANG"	On 24th July, 4 p.m.
SHANGHAI & TIENTSIN	"LIANGCHOW"	On 25th July, 10 a.m.
HOIHOW & BANGKOK	"CHENYAN"	On 27th July, 3 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 27th July, 4 p.m.
AMOY & SHANGHAI	"YINGCHOW"	On 28th July, 2 p.m.
SWATOW & BANGKOK	"TAKING"	On 29th July, 2 p.m.
AMOY, SWATOW & SINGAPORE	"KUEICHOW"	On 29th July, 4 p.m.
WAIHAIWAI, CHEFOO & TIENTSIN	"SOOCHOW"	On 30th Aug., 2 p.m.
AMOY, SWATOW & SINGAPORE	"KANGSU"	On 30th Aug., 4 p.m.
SWATOW & BANGKOK	"KANGSU"	On 31st Aug., 2 p.m.
SWATOW & BANGKOK	"KANGSU"	On 31st Aug., 4 p.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Agents.
Telephone Central 38.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	App. Hongkong	Stops for Manila, Sandakan, Thra. Is. & Aus. Ports.
"OHANGSEA"	25th July	2nd August

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—
BUTTERFIELD & SWIRE,
Agents.
Telephone No. Central 38.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON VIA SUEZ.

S.S. "KENDAL CASTLE" Sails about 30th July.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE, FOR
BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "BRENTA"	—	—
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POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due
JAPAN AND SHANGHAI	Ermland	23rd July
EUROPE via Suez (Letters and papers, London, 25th June, and Parcels, 19th June)	Montau	24th July
STRAITS	Sicilia	24th July
STRAITS	Takada	24th July
SHANGHAI	Lauchow	24th July
AUSTRALIA	Victoria	25th July
STRAITS	Schlesien	27th July
STRAITS	Haruna Maru	28th July
U.S.A., CANADA, JAPAN AND SHANGHAI	Pres. Jackson	28th July
MANILA	Emp. of Russia	28th July
JAPAN	St. Albans	28th July
MANILA	Pres. Pierce	29th July
JAPAN AND SHANGHAI	Hakozaki Maru	29th July
AUSTRALIA & MANILA	Eastern	1st August
U.S.A., HONOLULU, JAPAN AND SHANGHAI	Pres. Garfield	4th August

OUTWARD MAILS.

For	Per	Date
Hohow, Pakhoi and Haiphong	Taining	Wednesday, 23rd, 12.30 P.M.
Seigon	Wong Shek Kung	12.30 P.M.
Wohaiwei	Kushow	2.30 P.M.
Shanghai, Japan and Europe via Siberia (Correspondence specially superscribed "via Siberia" only)	Glenhiel	4.30 P.M.
*Manila and Parcels only for Germany via Hamburg	Ermland	4.30 P.M.
Hohow, Pakhoi and Haiphong	Cochin China	Thursday, 24th, 8.00 A.M.
*Swatow, Amoy and Fouchow	Chikwa Maru	8.30 A.M.
Manila	Emp. of Russia	3.30 P.M.
Swatow	Hydrangea	3.30 P.M.
Shanghai and Japan	Montau	5.00 P.M.
Java via Soerabaya	Tilodas	Friday, 25th, 10.30 A.M.
Formosa, Shanghai, Japan, Honolulu, & San Francisco—due San Francisco, 20th Aug.	Taiyo Maru	10.30 A.M.
Swatow, Amoy and Fouchow	Haifong	Noon
*Straits	Polypheenus	2.30 P.M.
*Shanghai and Japan	Sicilia	2.30 P.M.
Shanghai, Japan, Canada, U.S.A., Central and South America and EUROPE via VICTORIA, B.C.—due Victoria, B.C. 14th Aug.	Pres. McKinley	25th, 5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 23rd Aug.	Malica	Saturday, 26th, 9.45 A.M.
Manila	Yuenyang	10.30 A.M.
Shanghai	Lauchow	2.10 P.M.
Hohow and Haiphong	Singapore	5.00 P.M.
Sandakan, Australia and New Zealand via Thursday Island—due Thursday Island, 11th Aug.	Victoria	Monday, 28th, 9.00 A.M.
Straits and Egypt	Rheonor	9.45 A.M.
*Swatow and Bangkok	Hanyang	10.30 P.M.
Shanghai and Japan	Haruna Maru	Tuesday, 29th, 10.30 A.M.
Swatow Amoy and Fouchow	Hai Ning	4.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 31st Aug.	Hakozaki Maru	Wednesday, 30th, 8.45 A.M.
Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and EUROPE via San Francisco, due San Francisco, 2nd Aug.	Pres. Pierce	9.30 A.M.
Straits	Van Cloon	Thursday, 31st, 11.30 A.M.
Shanghai, Japan, Canada, U.S.A., Central and South America and EUROPE via VANCOUVER and EDWARDS (Correspondence specially superscribed "via Siberia" only)	Emp. of Russia	1.00 P.M.
		Registration 2.15 P.M.
		Letters 3.00 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

(DIRECT)

RHEXENOR	...28th JULY	Mars, L'don, Hull, R'dam & Hamburg
TERRESIAS	...11th AUG.	Mars, L'don, Rotterdam & Hamburg
PYRRHUS	...18th AUG.	L'don, Rotterdam & Hamburg
ADRASTUS	...25th AUG.	Mars, London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(DIRECT via CONTINENTAL PORTS)

POLYPHEMUS	...25th JULY	Genoa, Havre, Liverpool & Glasgow
IXION	...18th AUG.	Genoa, Marseilles, Liverpool & Glasgow
EURYPYLUS	...1st SEPT.	Marseilles, Havre, Liverpool & Glasgow

PACIFIC SERVICE

(via ROBE and YOKOHAMA)

TALITHYBIUS	...2ND AUG.	Victoria, Seattle & Vancouver
PROTESILAUS	...22nd AUG.	Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via SUEZ or PANAMA)

TITAN	...31st JULY	Boston, N. York & Baltimore (via Suez)
BELLEROPHON	...21st AUG.	Boston & New York (via Suez)
PERSEUS	...11th SEPT.	Boston & New York (via Suez)

PASSENGER SERVICE

SARPEDON	...5th AUG.	Singapore
TERRESIAS	...11th AUG.	Singapore, Marseilles & London
SARPEDON	...9th SEPT.	Singapore, Marseilles & London
PATROCLUS	...21st OCT.	Singapore, Marseilles & London
MENTOR	...17th NOV.	Singapore, Marseilles & London
HECTOR	...16th DEC.	Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO BUTTERFIELD & SWIRE, AGENTS.

COMMERCIAL.

OPENING QUOTATIONS.

July 22nd, 1924.

ON LONDON—	
Telegraphic Transfer	2/4 1/2
Bank Bills, on demand	2/4 1/2
Bank Bills, at 30 days sight	3/4
Bank Bills, at 4 months sight	3/4
Credits, at 4 months sight	3/4
Documentary Bills, 4 months sight	2/5 1/2
ON PARIS—	
Bank Bills, on demand	1/2
Credits, 4 months sight	1/2
ON NEW YORK—	
Bank Bills, on demand	1/2
Credits, at 30 days sight	1/2
ON BOMBAY—	
Telegraphic Transfer	1/2
Bank Bills, on demand	1/2
ON CALCUTTA—	
Telegraphic Transfer	1/2
Bank Bills, on demand	1/2
ON SHANGHAI—	
Bank Bills, at sight	nom.
Private, 30 days sight	nom.
ON YOKOHAMA—On demand	1/2
ON MANILA—On demand	1/2
ON SINGAPORE—On demand	1/2
ON BATAVIA—On demand	1/2
ON HONGKONG—On demand	nom.
ON SAIGON—On demand	nom.
ON BANGKOK—On demand	7/4
SOVEREIGN, Bank's Buying rate	\$ 3.17
GOLD LEAF, 100 fine, per tael	49
BAR SILVER, per oz.	34 1/2

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital	\$50,000,000
Issued and Fully Paid-up	\$20,000,000
Reserve Funds—	
Staring	\$4,500,000
Silver	\$23,000,000
Reserve Liability of Proprietors	\$30,000,000

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Manager: Hongkong—A. H. BARLOW, Esq.	
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LONDON BANKERS:

WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 7th May, 1924. [27]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

A. H. BARLOW, Acting Chief Manager.

Hongkong, 5th May, 1924. [28]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital	£3,000,000
Reserve Fund	£3,500,000
Reserve Liability of Proprietor	£3,000,000

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates, which will be quoted on application.

A. H. FERGUSON, Manager.

Hongkong, April 8th 1924. [31]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 50,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,950,000

HEAD OFFICE—TAIPEH, FORMOSA.

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.	
FORMOSA—Gilan, Kagi, Kavenko, Keelung, Makung, Nanto, Pinnan, Shinghien, Tachin, Tainan, Takow, Tamsui, Tientsin, Aik.	
CHINA—Shanghai, Hankow, Kiating, Amoy, Fouchow, Swatow, Canton.	
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.	

LONDON BANKERS:

LONDON COUNTRIES WESTMINSTER AND PARK BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

Z. YAMAMOTO, Manager.

Hongkong Branch, 4, Des Voeux Road, Hongkong, 28th June, 1924.

THE MERCHANT BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital	£3,000,000
Subscribed Capital	£1,500,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,250,000

BANKERS: THE BANK OF ENGLAND and MIDLAND BANK, LTD.

Bangkok	Kuala Lumpur	Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Singapore	Calcutta	Kandy
Colombo	Karachi	Port Louis	Sourabaya	Delhi	Kota Bharu

Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

N. C. WILSON, Manager.

7, Queen's Road Central, Hongkong, February 11th, 1924. [30]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 95, Boulevard Haussmann, Paris.

Subscribed Capital	Fr. 72,000,000.00
Paid-up Capital	Fr. 65,400,000.00
Reserve Fund	Fr. 59,667,283.54

Bangkok	Hongkong	Saigon
Batavia	Manila	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Phnom Penh	Yunnanfu
Hanoi	Pondicherry	

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan and Co; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of Banking and Exchange Business transacted.

A. LECOT, Manager.

Hongkong, 20th March, 1924. [32]

Three Castles Cigarettes



(See advertisement in the London Edition of the Daily Press)

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 10, Des Voeux Road Central, HONGKONG.

Authorized Capital	\$10,000,000.00
Paid-up Capital	\$5,000,000.00
Reserve Fund	\$750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, and on Fixed Deposits at the following rates—

For 3 months at the rate of 3 per cent. per annum.

For 6 months " " " " " " " "

For 12 months " " " " " " " "

"KAN TONG PO, Chief Manager.

Hongkong, March 15th, 1924. [34]

INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Chater Road, Hongkong.

Shanghai	61, Kiangse Road.
Hankow	British Concession.

CORRESPONDENTS IN London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

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T. H. MAI, Manager.

1923.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) Yen 100,000,000

Reserve Fund	Yen 73,000,000
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HEAD OFFICE: YOKOHAMA.

Batavia	Kobe	Soerabaya
Bombay	London	Bangkok
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dairen)	Nagasaki	Singapore
Fengtien	Nagoya	Shimonoseki
(Mukden)	Newchwang	Sydney
Hankow	Osaka	Tientsin
Hankow	New York	Tokyo
Hankow	Peking	Tientsin
Hankow	Rio de Janeiro	Vladivostok
Kai Yuen		

Interest allowed on Current Accounts. Deposits received for Fixed Periods at Rates to be obtained on application.

Every description of Banking and Exchange Business transacted.

T. NISHIYAMA, Manager.

Hongkong, 17th Sept., 1923. [35]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANK. Established 1834. Hongkong Branch established 1906.

Authorized Capital	Gulden 150,000,000
Paid-up Capital	80,000,000
Reserve Fund	19,759,180
Special Reserves	22,650,000

Head Office—AMSTERDAM.

Eastern Head Office—BATAVIA.

BRANCHES:—Bandjermasin, Bandong, Bombay, Calcutta, Charbon, Djember, Djokjakarta, The Hague, Kobe, Koto, Radja, Makassar, Medan, Padang, Palembang, Pecalangan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

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THE BANK OF CHINA.

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(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917)

Authorized Capital	\$30,000,000.00
Paid-up Capital	18,373,600.00
Reserve Funds	9,629,425.24

HEAD OFFICE—PEKING.

HONGKONG BRANCH—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

LONDON BANKERS—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York. New York Bankers—The Irving National Bank. The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Every description of Banking Business transacted.

Loans granted on Approved Securities. Special facilities for Home Exchange.

TSUYEE FEE, Manager.

Hongkong, September 8th, 1921. [38]

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